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**4 NEW**  
BUILDS INSIDE

**238**  
May 2025

Model  
**AIRPLANE**  
INTERNATIONAL

**J IS FOR  
JOLLY**

Academy 1:72  
USN F-4J Phantom II  
"VF-84 Jolly Rogers"

ISSUE  
**238**

May 2025  
**£5.99**

# Model AIRPLANE INTERNATIONAL

**FEATHERS  
AND FLAPS**

Trumpeter 1:32  
SBD-3 Dauntless

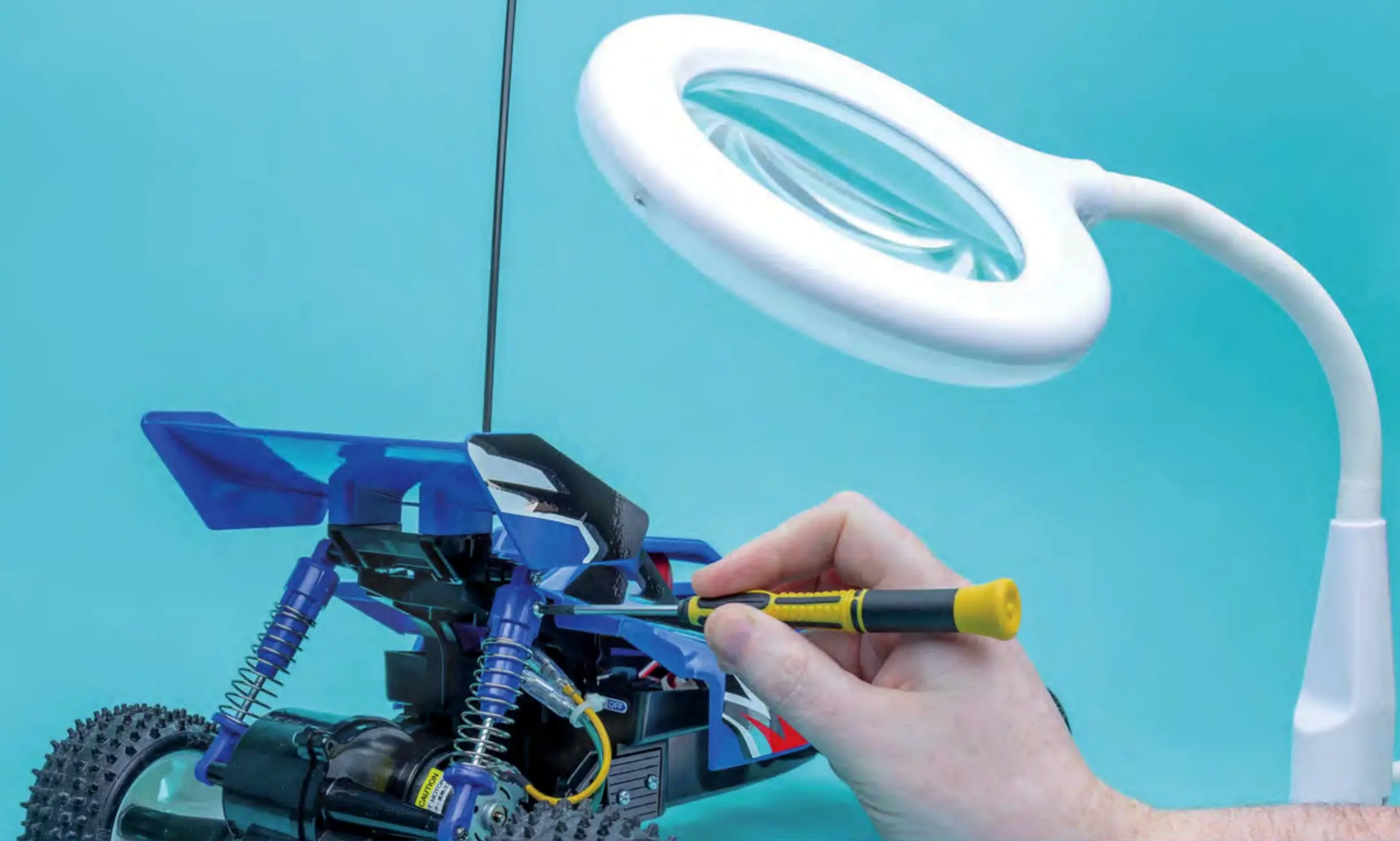


**NEW REVELL 1:72 F-35A BUILD REVIEW**  
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## HOW TO CONTACT US:

**Tel:** 01525 222573  
**Email:** [enquiries@doolittlemedia.com](mailto:enquiries@doolittlemedia.com)

Model Airplane International, The Granary, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, England

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### Editorial:

Editor: Brett Green  
Publisher: Alan Harman  
Administration: Russell Wray  
Advertising Manager: Alan Harman  
[alan@doolittlemedia.com](mailto:alan@doolittlemedia.com)

### Art:

Design: Alex Hall

### Advertisement and circulation:

Model Airplane International, The Granary, Doolittle Lane, Totternhoe, Beds, LU6 1QX.  
Tel: 01525 222573  
E-mail: [alan@doolittlemedia.com](mailto:alan@doolittlemedia.com)

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### Newstrade:

Select Publisher Services, 3 East Avenue, Bournemouth, BH3 7BW.  
Tel: 01202 586848 E-mail: [tim@selectps.com](mailto:tim@selectps.com)

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# NEWSLINE

*This month's round-up of all that's new in the world of aircraft modelling...*

## KOTARE

[www.kotare.com](http://www.kotare.com)

### KOTARE 1:32 HURRICANE MK.I EARLY

**Kotare has sent news of their forthcoming 1:32 scale Hurricane Mk.I Early Version:**

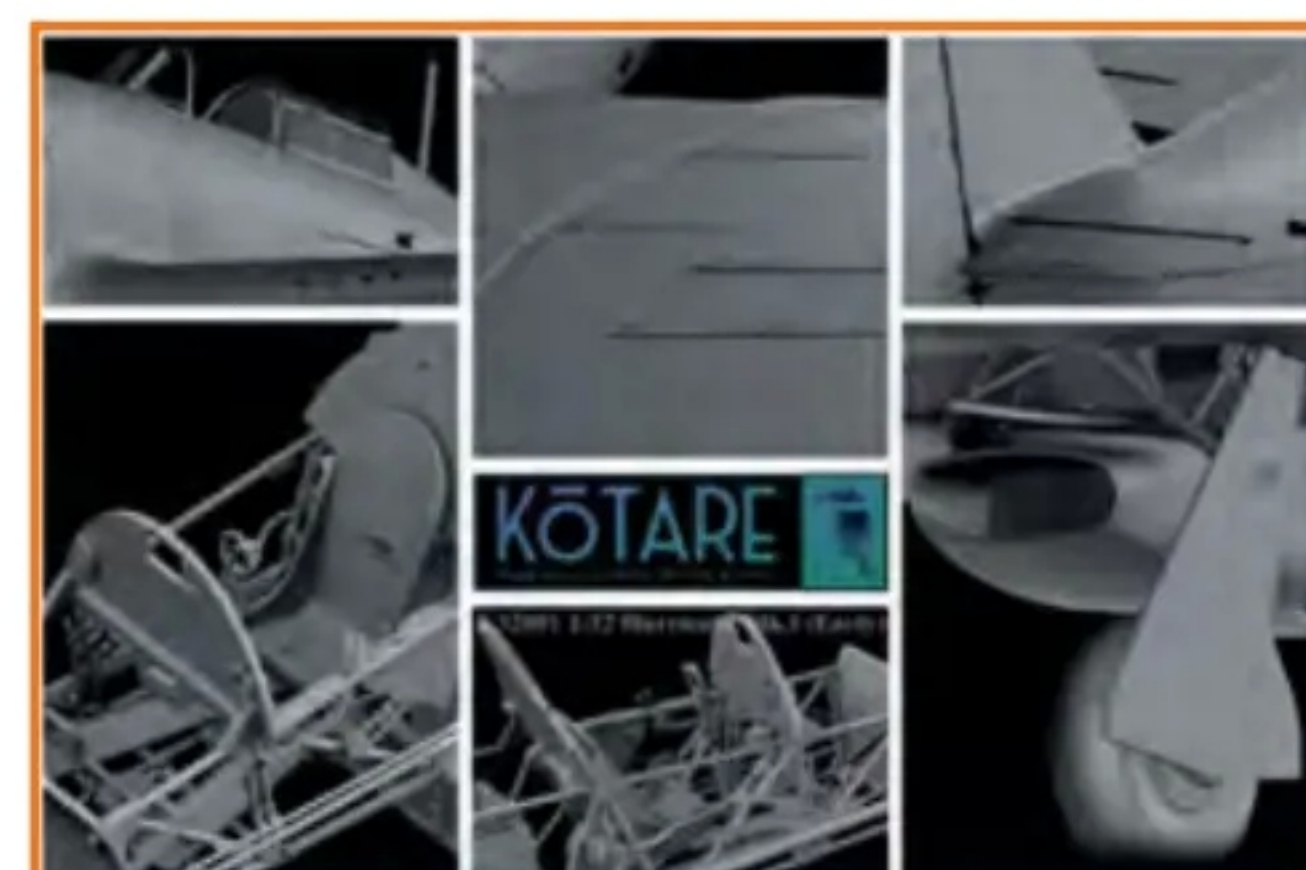
Kotare has just announced the forthcoming release of a 1:32 scale early Hurricane Mk.I. This kit features all new tooling.

#### Optional parts include:

- 2 & 3 blade propellers,
- 3 styles of exhaust manifold,
- 2 styles of undercarriage doors,
- unarmoured and armoured windscreens,
- ring & bead and reflector gunsights,
- pilot's seat with & without safety harness detail & armour plating,
- 2 styles of wing join fairings,
- short and tall rudders and tailwheel fairings.

Decal options will include a very early production pre-war aircraft, an aircraft from the Battle of France 1940, and an aircraft from the Battle of Britain.

Additionally, work is well underway on various other all-new subjects which will be announced in due course.



Thanks to Kotare for the information and images [www.kotare.com](http://www.kotare.com)

## AIRFIX

[www.airfix.com](http://www.airfix.com)

### FLYING IN AT A FORMIDABLE PACE, THE FOCKE-WULF FW190 SEES A REFRESH FOR THE 2025 AIRFIX LINE-UP!

Landing in at a Skill Level 2, the Airfix 1:72 scale Focke-Wulf Fw190A-8/F-8 is brought back to the range with two fresh new schemes to choose from and is the second series two kit within its lifetime.

Once built, the kit measures a total wingspan of 145mm and 125mm in length and contains 74 parts.

First flying in 1939, the Focke-Wulf Fw190 was an immediate threat to RAF fighters when introduced in late 1941, being faster and more manoeuvrable than the Spitfire V then in service.

The F-8 was the ground-attack version and differed primarily in its lack of outboard cannons. Various combinations of underwing weapons were fitted, but the most common was one centreline bomb and four small bombs on the wings.

The A-8 version was the most numerous, heavily armed variant and entered service in 1944 in an attempt to stop Allied daylight raids.

By then, however, the new Allied fighters had begun to outclass it.



Available now from Airfix, online and from hobby shops worldwide.  
Thanks to Airfix for the images and information [www.airfix.com](http://www.airfix.com)





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# COMMENT



# CHRIS ELLIS

## AN APPRECIATION

**T**he news that modelling author Chris Ellis had passed away came as a personal and professional blow. Alongside my late father, Chris was an integral piece in my formative modelling years in so many ways. I've often told of how massively influential his 'How to go Plastic Modelling' was on me when I discovered a copy in the library after starting secondary school in 1978. But I'd actually read his work prior to this, through random copies of Airfix Magazine, Scale Models and Hornby Express. Here he was just a name among many others, but in his seminal book he was the sole voice, an endearing narrator who caught the imagination of an awkward 11 year old coming to terms with a new educational and social environment after the cosy safety of a small primary school.

Chris was born in 1937 and made his first model in 1942, aged five, a balsa wood Spitfire. Like so many of his generation, Chris joined up with the armed forces post-war and served in the Royal Navy for eight years where, appropriately enough, he managed to

co-create a sea-going model railway layout! Chris left the Royal Navy just as the plastic kit boom was starting and his aptitude for writing and modelling soon caught the attention of Airfix Magazine where Chris became a contributor in 1963 and then editor in 1966 at the impossibly young age of 29 years old.

Looking back at how the magazine changed under his stewardship - starting with the May 1966 issue and bearing in mind the restrictions in place from the publishers - I think it's fair to say that over time Chris started to guide the title towards the kind of magazine we take for granted these days. Certainly the magazines of that era read like a who's-who of the modelling and aviation scene at the time with the likes of the late great Alan W. Hall and Michael J. F. Bower gracing the pages.

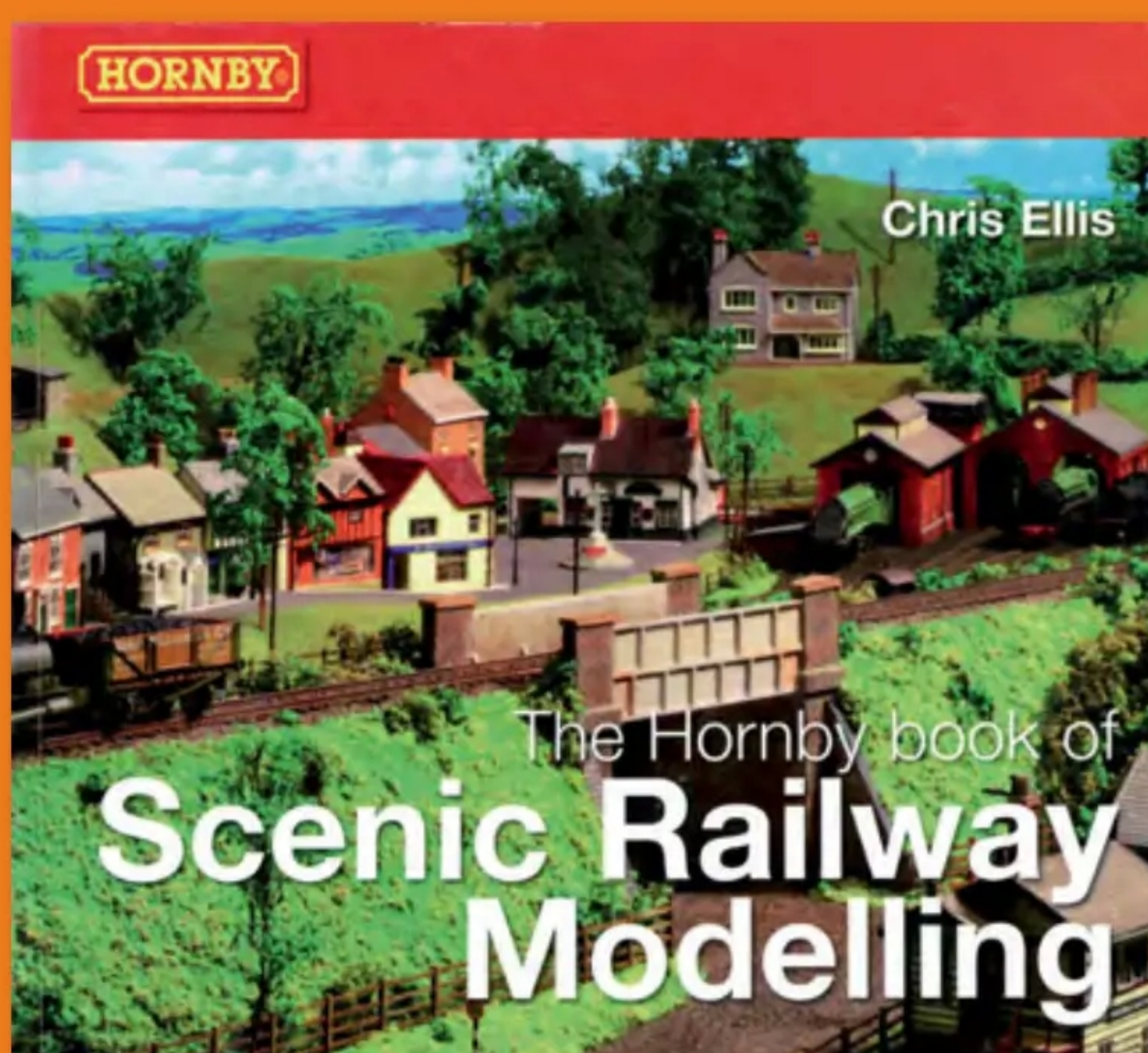
Then in 1968 Chris was to write a book - THE book in my opinion - that became a touchstone for the hobby and was groundbreaking in so many ways: How to go Plastic Modelling.

Here, perhaps for the first time, was a detailed tome taking the reader through every step of the process of modelling, be it choosing

the right subject, tools for the job, research, detailing, painting, weathering, converting and displaying. And the title was important; there had been books on radio control, free flight, model boats and railway modelling in the past, but this one was solely for that relative upstart on the modelling scene, plastic kits.

As I have often related in these pages, I found Chris's book on starting secondary school in autumn 1978 aged 11 and had to - reluctantly - return it to the library on my last day in the summer of 1985 after completing my A-Levels and leaving at age 18. Yes, that was seven solid years of borrowing the same book - thankfully no one else at school ever wanted to read it!

The influence that book had on me was profound, here was everything I needed and wanted to know in one volume and expertly written in Chris's easy going, almost conversational style. Not only did Chris's influence improve my modelling leaps and bounds, but he also sowed the seeds of wanting to write about the hobby as well. To say I read that book exhaustively is an understatement - I can quote great chunks of it





# LLIS

verbatim such is its influence and, indeed, the brilliance of Chris's mastery of the written word.

He twice guided Airfix Magazine as editor; from 1966 until 1972 and then again from 1978 to 1983. In the interim he edited another brand-linked title, Hornby Express (ironic given Hornby's subsequent purchase of Airfix in 2006) of which I have a single issue, bought in December 1976 shortly after we moved to Somerset and before I discovered 'How to go Plastic Modelling'.

Again it had a profound effect on me thanks to an article Chris wrote about the Humbrol Modellers Airbrush kit - which duly turned up as a Christmas present a year or two later and introduced me to the art of spray painting! Chris also wrote an article on converting the Italeri 1/35 Panzer 1 Ausf.B into the shorter-wheel base 'A' variant. In my mid-teens I used this article to convert the ESCI 1/72 Panzer 1 and picked up my first ever placing in a model competition at the British Model Solider Show in the Watershed, Bristol in 1985!

Also in 1985 Chris was asked to launch Tamiya Model Magazine International which he would edit up until the start of the 1990s.

Our paths crossed twice - a model show at Weston-super-Mare in 1986 and Southern Expo in 1990 - though I never had the confidence to introduce myself and tell him what an influence he was on me.

Perhaps the crowning moment for me was back in 2010 when I was writing 'The Airfix Book of Scale Modelling' for Anova Books. Not only was I a modelling author largely thanks to Chris's influence, but the brief from Anova read like the chapter headings of 'How to go Plastic Modelling' and even though the hobby had changed vastly in the decades since Chris wrote his first edition, so many of the basics were the same. As we needed an intro, and Chris was a fellow author at Anova, he felt like the natural choice and he graciously agreed to write a forward for me - this felt like the passing of the torch because so much of the base DNA in my book owed its origins to Chris's positive influence.

Outside of his magazine work, Chris was a prolific author and a modelling polymath, and while it was perhaps model railways where his true passion lay, he wrote books and articles across a variety of subjects. He certainly saw

the highs and lows of the industry, being an editor during the feast and famine times of the hobby, but Chris's enthusiasm rarely wavered - there were always modelling stories to tell and share.

In later years, when his wife was moved to a nursing home, Chris became a popular figure there, befriending patients and running errands for them. When he himself had to become a resident in the same place due to mobility and health issues, he wanted to keep in touch with his hobbies even if he couldn't be with his beloved model railway layouts.

I think one of the best tributes to Chris was him being described as "quietly influential". Certainly his writing style and pacing were the template for me, "never a word wasted" was one brilliant description of his efficiency with words.

His legacy as an author will live on through his books and works, and for me, personally, one line in 'How to go Plastic Modelling' stands out:

***"The best modellers, and the best citizens in my experience, are those with the widest interests."*** ■

**Jonathan Mock**





# ACCESSORY CORNER



## EDUARD 3D PRINT SEATS

### 1:48 scale

- Item No. 6481038 - Eduard PRINT Fw 190 seat for Eduard kit. USD\$7.95
- Item No. 6481040 - Eduard PRINT P-51B/C seat Type 2 for Eduard kit. USD\$8.50
- Item No. 6481041 - Eduard PRINT P-51B/C seat Type 3 for Eduard kit. USD\$8.50
- Item No. 6481047 - Eduard PRINT F4U-1A for Magic Factory kit. USD\$8.50
- Item No. 6481054 - Eduard PRINT P-39 seat for Arma Hobby kit. USD\$7.95

[www.eduard.com](http://www.eduard.com)

It's not a new idea, but it is new from Eduard. Eduard has introduced a new line of 3d printed aircraft seats with integral straps and hardware printed in place. Each of the seats have been designed to work with the seat mounts of the noted donor kit.

The resulting one-piece seats look fantastic. I particularly like the 3d-nature of the straps themselves. They look very convincing and they will lend character to your cockpits.

My samples are printed perfectly with no striations or other imperfections present anywhere that I can see, even under the magnification of photography.

The narrow strips between the bottom of the seats and their printing bases will be familiar to anyone who has worked on 3d printed parts. Cleanup will be fast and easy.

I am reviewing four sets plus a fifth that does not have resin belts but the more prevalent

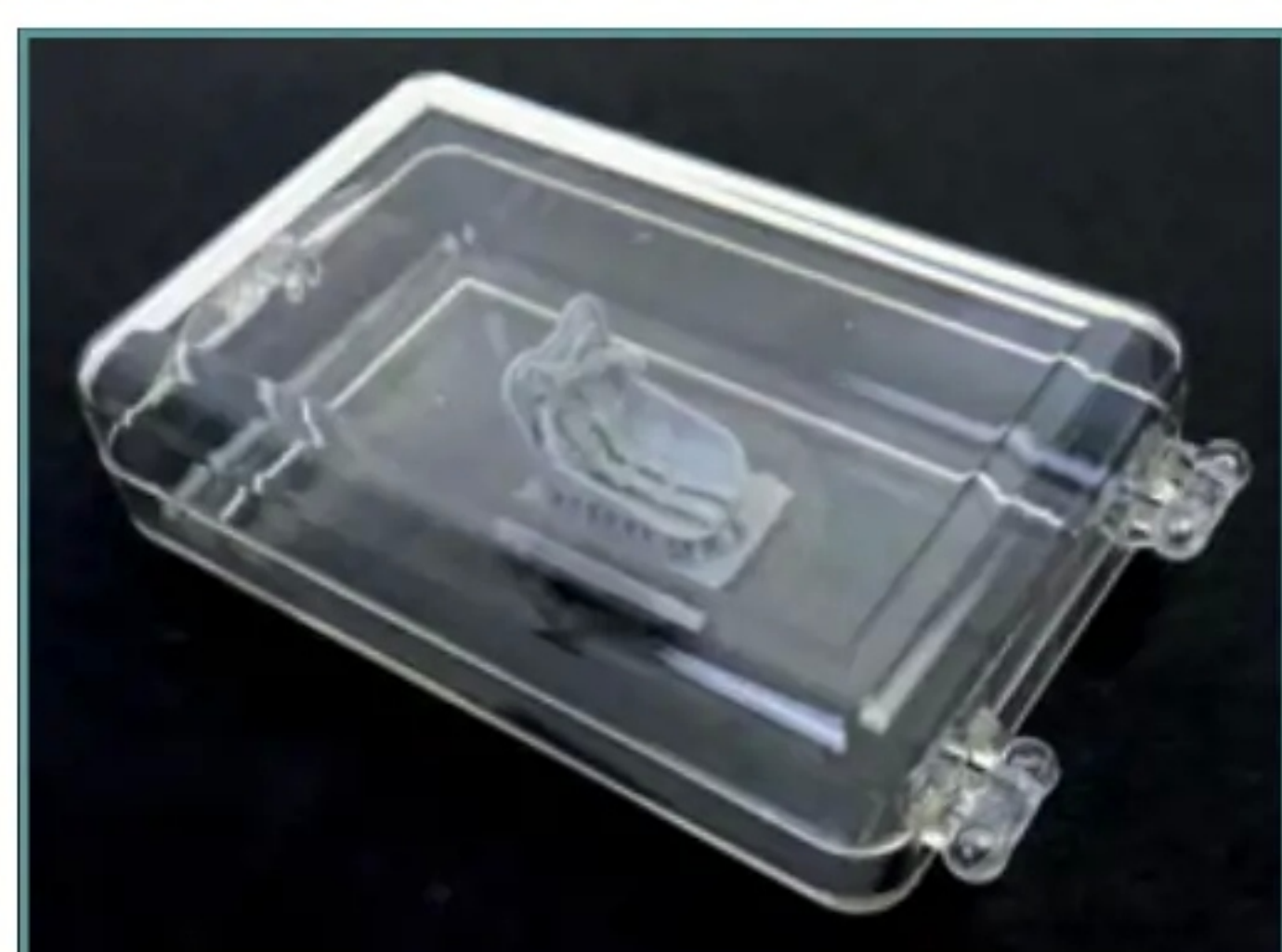
photo-etch.

Rather than waste too much time repeating this description, I will show you photos of each of the seats.

These are a great addition to Eduard's range and I hope that we see expansion into new subjects and scales soon!

Thanks to Eduard for the review samples. Highly Recommended.

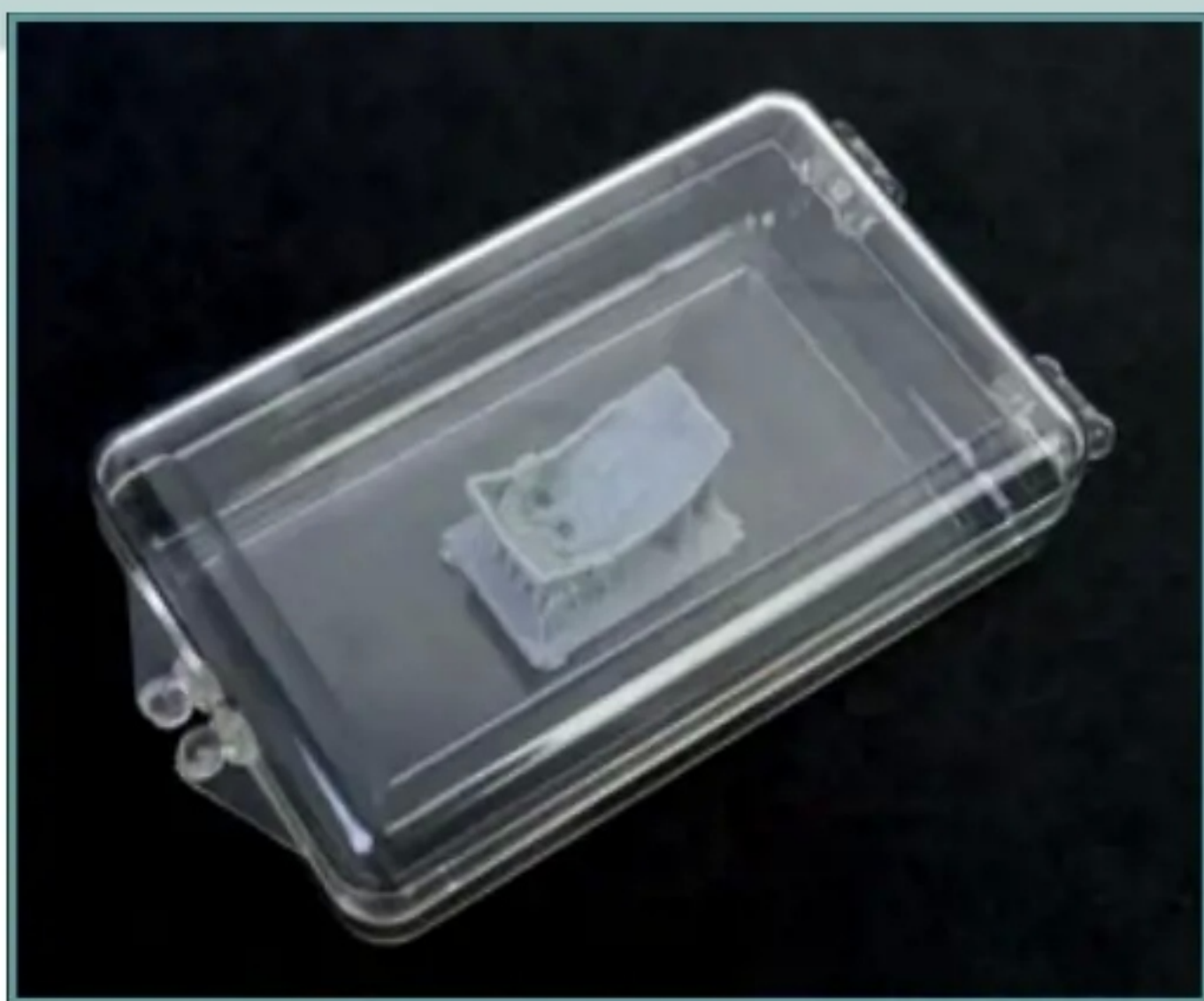
**Brett Green**



■ Item No. 6481038  
Eduard PRINT Fw 190 seat  
for Eduard kit







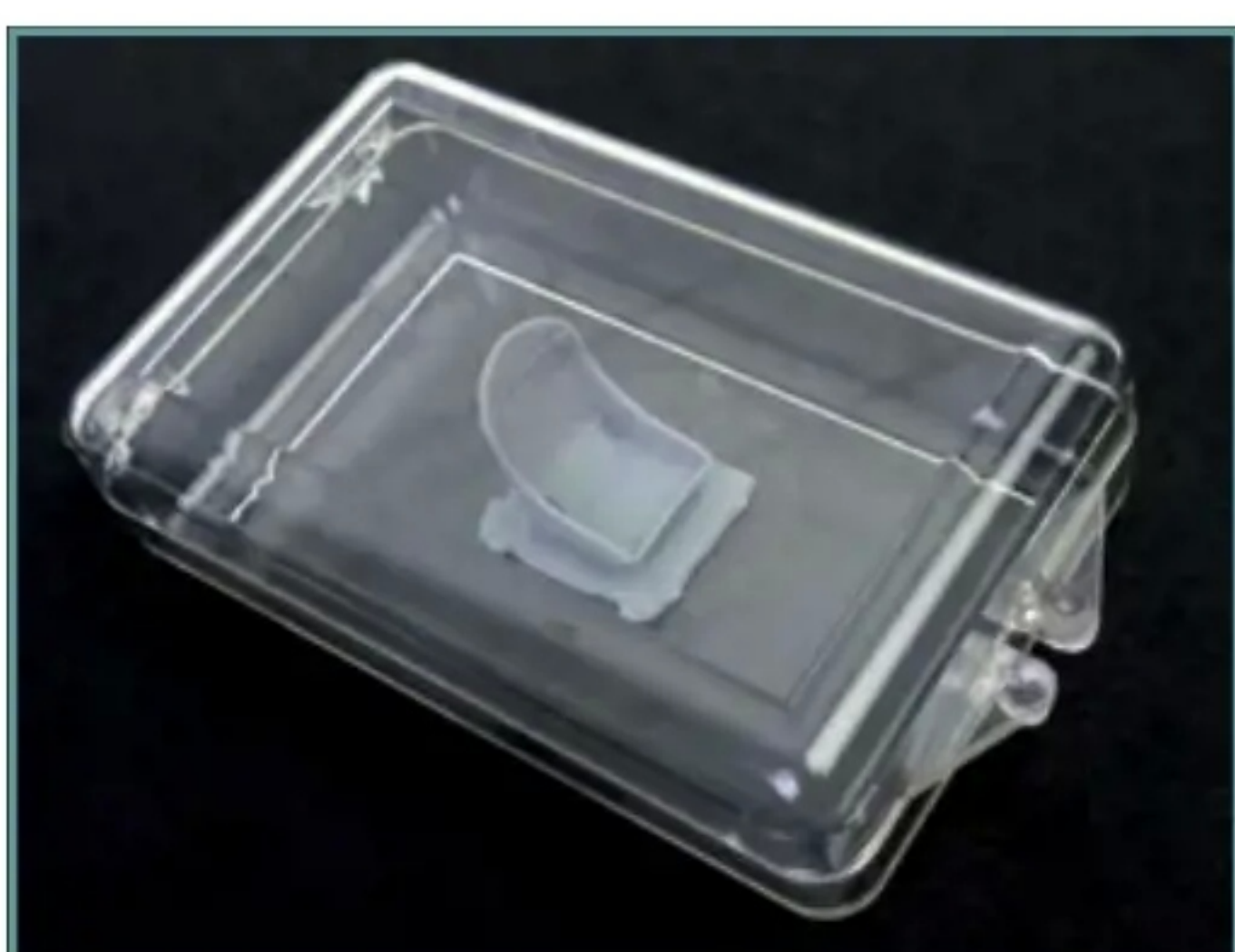
■ Item No. 6481040  
Eduard PRINT P-51B/C seat Type 2  
for Eduard kit



■ Item No. 6481041  
Eduard PRINT P-51B/C seat Type 3  
for Eduard kit



■ Item No. 6481047  
Eduard PRINT F4U-1A  
for Magic Factory kit



■ Item No. 6481054  
Eduard PRINT P-39 seat  
for Arma Hobby kit





# TRANSFER LIST

## AOA DECALS

[www.aoadecals.com](http://www.aoadecals.com)

### “Tally-Ho on the FAC” USAF OV-10A Broncos in the Vietnam War

- 1:48 scale
- Item No. 48020

AOA Decals gives us a comprehensive 1/48 decal set, which includes 19 marking options for OV-10A Broncos used by the USAF in the crucial Forward Air Controller (FAC) role during the Vietnam War. Unfortunately, however, due to their generally nondescript markings, not all the schemes included are specifically identified to their applicable assigned Tactical Air Support Squadrons (TASS). Options in this set cover a range of aircraft from the 19th -23rd TASS Squadrons. One option included is a PAVE NAIL modified Bronco (with specific nose art); however, at this time, no PAVE NAIL kit or airframe conversion is known to be available.

These Squadrons and aircraft moved from base to base when required and as such had no permanent home base so in the details below, no AFBs are mentioned. The set comes in a thick zip locked bag, which protects the decals from damage. Full airframe data for one aircraft, including complete panel numbers/labels, as well as national insignia are also included with this release. These AOA Decals, Set:48021, are supplied as a bonus with this set.

Both decal sheets are printed by industry leader, Cartograf of Italy, which ensures top printing quality and ease of application. The instructions on 6, double sided glossy heavy paper sheets are printed in colour with helpful annotated notes where needed. Of those 11 pages, 2 are dedicated to the application of data stencils and a page of in-depth load outs and other notes on the aircraft. All aircraft in this set are all-over Gull Grey with a white upper wing. The main sheet covers the unit's marking decals and the smaller sheet has the data stencils in a variety of colours, as well as the national insignia, wing walks and weapons markings.

These are printed in perfect register with great definition and strong colour by Cartograf. We know they will go on perfectly and settle down exquisitely.

The aircraft in this set are:

#### 23rd TASS

- OV-10A, 67-14623, 23rd TASS, 1970/71
- OV-10A, 68-3810, 23rd TASS, 1971/72 – PAVE NAIL- Lost Sept 1972

#### 21st TASS

- OV-10A, 67-14629, 21st TASS, 1971/72
- OV-10A, 67-14650, 21st or 20th TASS, 1970

#### 20th TASS

- OV-10A, 67-14674, 20th TASS, 1970
- OV-10A, 67-14640, 20th (?) TASS, 19?? – Lost Sept 1972
- OV-10A, 67-14655, 20th TASS, 1970/71
- OV-10A, 68-3819, 20th TASS, 1970
- OV-10A, 67-14649, 20th TASS, 1972 – Nose art

#### 19th TASS

- OV-10A, 68-3811, 19th TASS, 1970
- OV-10A, 67-14657, 19th TASS, 1969 – lost Dec 1969
- OV-10A, 67-14643, 19th TASS, 1970
- OV-10A, 68-3822, 19th TASS, 1970
- OV-10A, 68-3825, 19th TASS, 1973

#### (?) TASS

- OV-10A, 68-3817, ? TASS, 1970
- OV-10A, 67-14684, ? TASS, 1969/70
- OV-10A, 68-3818, ? TASS, 1971
- OV-10A, 68-3822, ? TASS, 1973
- OV-10A, 68-3826, ? TASS, 19??

This is a very nice large set of decals from AOA Decals covering 19 different airframes and times in the Vietnam War.

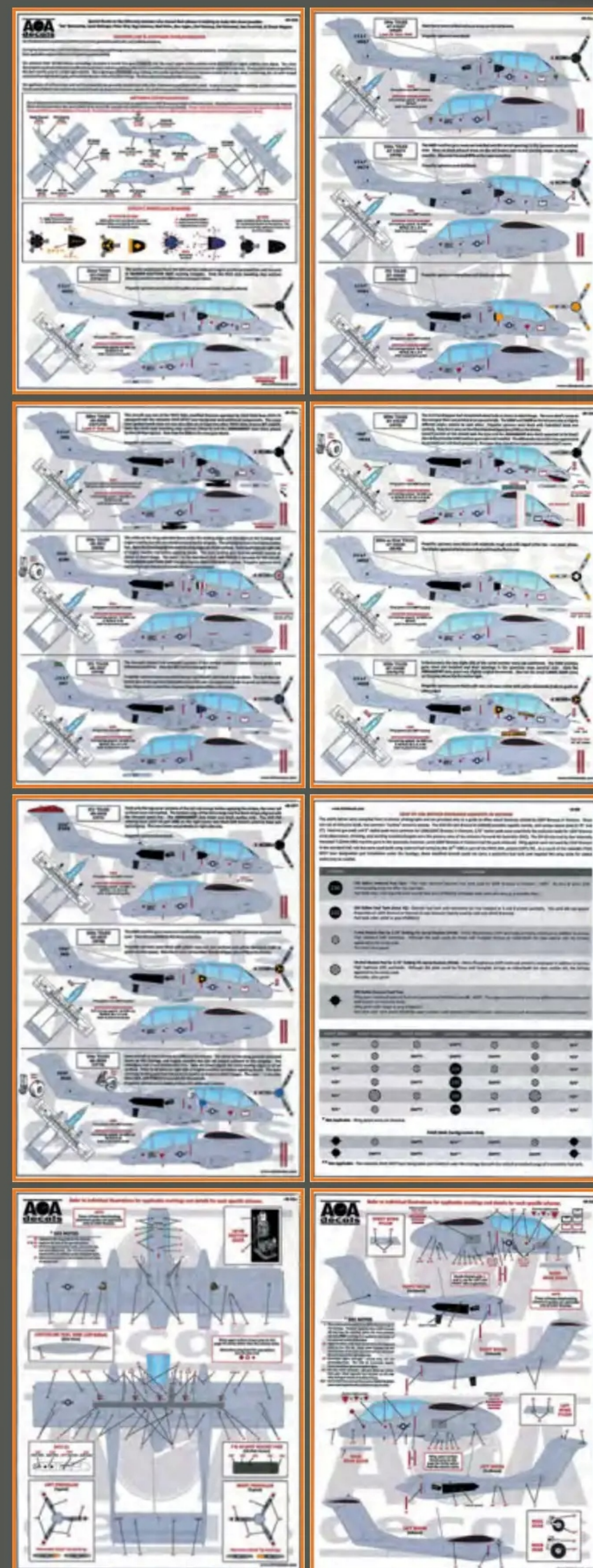
If you can't find an OV-10A scheme from this huge offering or the AOA 48019 Black Ponies set I reviewed a few weeks ago, I'm not sure as to what you're looking for.

With only one ICM Bronco OV-10A in the stash, I may need another....or more to make good use of this and the other set.

These AOA decals are highly recommended.

Thanks to AOA Decals for the review sample

**David Couche**





# AIR-GRAPHIC MODELS

<https://air-graphics.uk>

## McDonnell Douglas A-4 Skyhawk Part 1 - Republic of Singapore Air Force

- Item No. AIR72-028
- World Airpower Series
- On-Target Decals Special

A mouthful of a title for a specialist sheet for one of the world's best known and popular small fighter-bomber aeroplanes. It comes in the familiar clear zip-lock bag and consists of two large sheets and a small additional one with some striping. Also included, and very necessary, is a thirty-two-page full colour A5 instruction booklet that covers the range of the possible applications of the markings. This includes a number of colour images of the examples on the sheets.

The markings cover the period from the mid 70s in Gull Grey over white, through the two-green and tan over grey period up to the final flypast in 2005, some with fluoro patches, along with two display examples in delightful red and white markings. The latter will involve some tricky masking, especially as red and white are notoriously difficult colours to apply. Also included is a paint guide listing the required colours by name and FS numbers produced by Humbrol, Xtracolour, Hataka, Modelmaster, Mr Color, Tamiya and Lifecolor. It's a shame that Vallejo has missed out. Only the first two are enamels, the rest being acrylics.

A couple are for the peculiar two seat trainer examples used by the RSAF, called the TA-4SU with a raised bubble cockpit behind the pilot, and involving a 600mm fuselage extension, quite distinct from the TA-4 used by other forces. There does not appear to be a kit or conversion

for this variant ( there is one in 1/48) but a chap on ARCforums shows how to produce one in 1/72 by combining two fuselages ( I'd certainly try to get a scrap fuselage from someone as it becomes pretty expensive exercise).

I'm not going to list all twenty-seven examples, suffice to say that you can build the whole gamut of schemes used by the RSAF, from the high-vis concentric red and white roundel period, through the winged red/white Yin-Yang period and then into the low-vis black markings used at the end of its service. Details can be gleaned from the Hannants site.

As we have come to expect, the decals are beautifully printed in gloss on a mid-blue backing sheet with zero carrier film to worry about. Colour density is great and register perfect - the squadron badges are works of art. There are no stencils provided as the modeller can get those from any of the available kits and there are plenty out there to use. Each aeroplane is treated to a full page four-view set of colour drawings showing schemes and decal placement. These are a very interesting range of schemes and markings and if this is your interest area and your stash allows for the number of choices, then the sheet comes highly recommended. A collection of Skyhawks does not take up much room on the shelf!

Thanks to Air-Graphic Models for the sample  
**Graham Carter**



LEVEL 4

NEW TOOL

03799 Lockheed Martin® F-35®A Lightning II®, 1:72  
Additional "Beast Mode" weapons included

LEVEL 5

04284 BAe Hawk T.1A "RAF Red Arrows", 1:32  
UK MOD © Crown copyright 2024

LEVEL 4

03782 Grumman F-14A Tomcat, 1:144

LEVEL 4

03783 Panavia Tornado IDS/GR.1, 1:144

LEVEL 4

07737 Mercedes-Benz SSKL, 1:32

Available from all good model stockists and online from

[hobbycraft.co.uk/brand/revell](https://hobbycraft.co.uk/brand/revell)



PREVIEW

1:72

# BALKAN BABY

**KIT PREVIEW** Litaki 1:72 J-22 Oraq • Kit No. 72001

**Graham Carter** examines a little-known lead-in fighter from a Romania – Yugoslavia joint venture.

**T**he Soko J-22 Oraq (Eagle) was developed as a joint Romania-Yugoslavia project for a simple, tough aircraft using local skills, equipment and avionics in the 1970s.

Originally fitted with a pair of license-built RR Viper, subsequent variants have upgraded engines. It was the first indigenous aircraft to break the sound barrier in 1984. It can fulfil several roles such as trainer, close-support, ground attack, PR and limited air-to-air defence.

It was not particularly successful in its tasks and only some 60 were built despite much larger orders.

The break-up of the former Yugoslavia states played havoc with placements and servicing and most were withdrawn from service by 2010. Only Serbia continues to use a small number.

## IN THE BOX

A couple of resin kits of this aircraft have been produced by Aeropoxy (!) but this is the first injection moulded plastic rendition of the aeroplane by Litaki, a brand new Ukrainian kit manufacturer. All bodes well for them if this is any indication of future releases.

Litaki's 1:72 scale J-22 Oraq arrives in a sturdy top-opening box with a nice rendition of one of the decal choices, a 60th anniversary scheme from 241st Squadron, Serbian AF in 2023. A frameable A4 card copy of the box lid will be a great inclusion for your collection.

The six dark grey sprues are packed in a pair of resealable clear sleeves, with foam inserts to prevent part damage during transport - great idea! There is also a photo-etched fret and the transparencies are in their own sleeve, as are the colourful decals.

There are no locating pins or holes for major parts as this is a short-run kit. Despite this the parts are very well moulded with no flash and excellent surface detail on wings and fuselage.

I'm not a great fan of horizontally-split fuselage halves but it does allow for convenient cockpit and wheel-well insertion. These interior components are well detailed, each being made up of several parts with good details and photo-etch and decals for detailing. The bang seat is very nice - six plastic and six photo-etch parts are used here.

Instrument panel is made-up using plastic, photo-etch and decals.

Most of one sprue is made up of masses of ordnance. Photo-etch is used for much of the interior, wheel well details and for the wing fences

and arials.

Gates are a bit wider than some of the more experienced manufacturers but will create no problems for the average kit builder.

The small clear sprue contains four parts including separate windscreen and canopy.

The instruction booklet includes a nice welcoming note and an outline of the aircraft's history and use. The A5 stapled booklet gives part map, a paint table for Mr Color, MIG, AK Interactive and Tamiya colours, a weapons diagram, and 48 construction steps. Each of these is clearly set out, well-drawn and with colour notes and hints. A great start for Litaki.

The colour schemes and decal placement drawing for the six choices occupy four A4 coloured cards, including the stencil locations separately. All aircraft are in disruptive dark green/dark grey over a pale blue scheme, each slightly different.

25175 wears a 60th anniversary scheme from 241st Squadron, Serbian AF in 2023, with a great tiger head tail illustration..

The decals are semi-flat and appear to be well printed with good saturation, zero carrier film and the tail tiger is beautifully done. Take care extracting any white markings as the backing sheet is quite pale.

Also take particular care cutting out the myriad stencils they are VERY crowded on the sheet - a little bit more space would make their removal less of a chore.

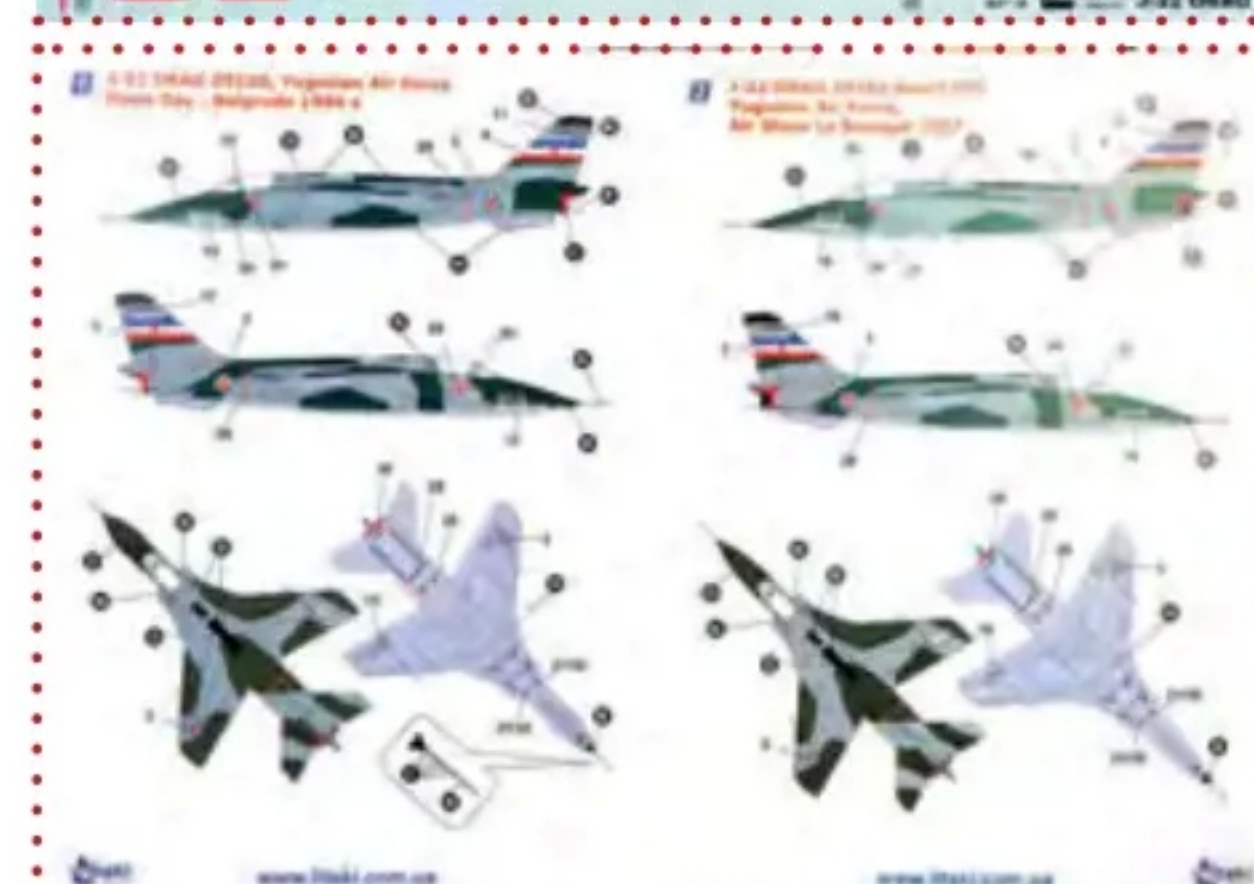
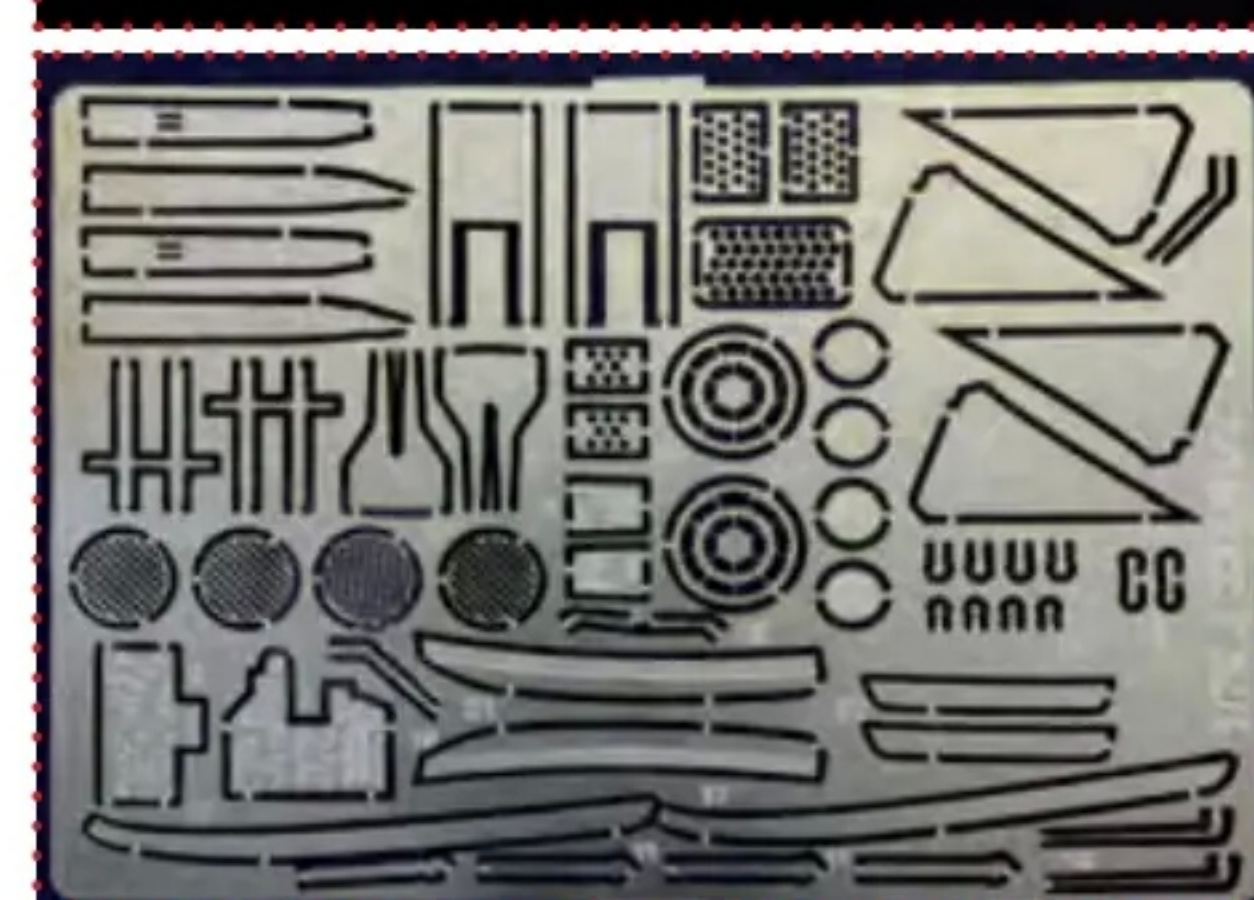
A mask sheet allows for the canopy panels and wheels to be sprayed cleanly.

In summary, this is an excellent launch kit from this new manufacturer.

If they continue in this manner then we are in a treat.

This kit comes highly recommended to those of you with an interest in the aeroplanes of some of the lesser-known air forces. ■

Thanks to Litaki for the sample [www.litaki.com.ua](http://www.litaki.com.ua)





# Model AIRPLANE INTERNATIONAL

## SQUADRON BOOKS



**NEW**

### 10271 TBD DEVASTATOR IN ACTION

*In Action books are books that trace the development of a single type of aircraft, armoured vehicle, or ship from prototype to the final production variant. Experimental or "one-off" variants can also be included. The first In Action book was published in 1971.*

**NEW**

### 10272 AJ SAVAGE IN ACTION

### ALSO AVAILABLE



10270 B-36 PEACEMAKER



10269 F-16 FIGHTING FALCON

#### DETAIL IN ACTION

- B-25 MITCHELL
- M19-M20 TANK TRANSPORTER
- F8F BEARCAT

#### AIRCRAFT WALK AROUND

- SAAB 37 VIGGEN
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# FEATURE ARTICLE

Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244





1:32

**SKILL LEVEL:**  
INTERMEDIATE (OUT OF THE BOX)

**SPECIFICATION:**

- Trumpeter 1:32 SBD-3 Dauntless. Kit No. 02244
- Parts count: 295 injection moulded parts, photo-etched parts, instructions and colour painting sheet

**TOOLS AND MODELLING PRODUCTS USED:**

- Tamiya Extra Thin Cement
- Great Planes Super Glue
- Tamiya Masking Tape
- Folding Fixture "5 Speed Hold and Fold", tool # SMS004 - The Small Shop.com

**ACCESSORIES USED:**

- FPW Model Wright R-1820 Cyclone Engine 32 N 802- 3D printed engine
- Eduard: SBD Landing Flaps for Trumpeter 32163
- Eduard: SBD -4/5 Canopy Mask for Trumpeter kit JX074
- Cockpit Handles: ANYZ Cockpit handles AN030
- Aerial: E-Z Line-Fine elastic cord- Berkshire Junction Mfg.
- Kelik Models 1:32 SBD-3 Dauntless Interior Decal set, 3-D printed placards- K32007
- RESIN2DETAIL.com, Dauntless Wheel Upgrade version 1: Grooved Tread RFF32129

**PAINTS AND FINISHING PRODUCTS USED:**

- Tamiya Aerosol Paints - Fine Grey Primer
- Tamiya Acrylic Paints: X-28 Green; X-7 Red; XF-2 Flat White; XF-64 Red Brown, XF-8 Lemon Yellow, XF-8 Flat Blue.
- Vallejo Acrylic Paints - UK Azure P.R.U. Blue 71.109, NATO Black: 71.119, RAL9002 - White Grey 71.121, Beige 71.074
- Mr. Hobby Model Acrylic Paints - H-338 Light Grey-FS36495 US Navy
- Microscale Industries Micro Gloss and Micro Flat clear model finishes
- Winsor & Newton Brown Madder, Van Dyck Brown, Cadmium Vermillion and Burnt Sienna oil paint.
- Tamiya Panel Line Accent Colour (Black)
- Alclad II Lacquers; ALC-111 Magnesium, ALC-104 Burnt Metal; ALC-123 Exhaust Manifold; ALC-103 Dark aluminium, ALC112 Copper
- MIG Ammo Black Night MIG-1611 panel wash
- MIG Ammo Green Brown MIG-1612
- MIG Ammo Blue Grey MIG 1613 wash
- Mig Ammo Heavy Chipping Effects Fluid - MIG-2011

**REFERENCE:**

- "SBD Dauntless in Action" by Rob Stern/Don Greer, Aircraft Number 64- Squadron Signal Publications 1984.

✓ Level of detail in cockpit, engine mounts, and engine. All the parts are high quality moulding, precise fit and accurate. Canopy parts and photo-etch are top notch and packaged very nicely.

✗ Moulded rubber tires, just too gimmicky and a waste of tooling. Right horizontal stabilizer intersection to fuselage has a mismatch on top surface.

# FEATHERS AND FLAPS

Trumpeter's 1:32 scale SBD-3 Dauntless  
built and painted by **Brian Tomasin**.



# FEATURE ARTICLE

## Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244

**T**he SBD Dauntless was an unsung hero for the USN aviation during the Second World War.

It was rugged, small, durable and easy to maintain, allowing it to excel in the most dynamic missions during the battle for the Pacific against the Imperial Japanese Navy.

The Dauntless was the USN carrier aviation's version of a dump truck: capable, versatile and lethal.

Dive bombing was its forte. Performing steep, almost vertical attacks proved the Dauntless' deadly mission accuracy. With its robust airframe, the plane could withstand the G-forces of the mission and punishment of carrier board service.

I am building an aircraft from early 1942 in the months around the Battle of the Coral Sea. Adorned with its red and white striped tail feathers and perforated dive flaps, I present a colourful yet lethal fighting machine in the early days of carrier warfare.

### SBD-3 - DAUNTLESS IN 1:32 SCALE

Trumpeter model kits are large and impressive. It is a good platform for completing every bit of the designed-in detail to engine, cockpit and airframe. I will go one step further by building an aircraft with markings from the kit yet adding more detailed dive flaps, cockpit detail and add a high level of weathering. I intend to add state-of-the-art 3D printed cockpit details where needed and open the engine compartment to expose the Wright Cyclone engine and area forward of the cockpit. If you want to see the business end of an SBD, you got it.

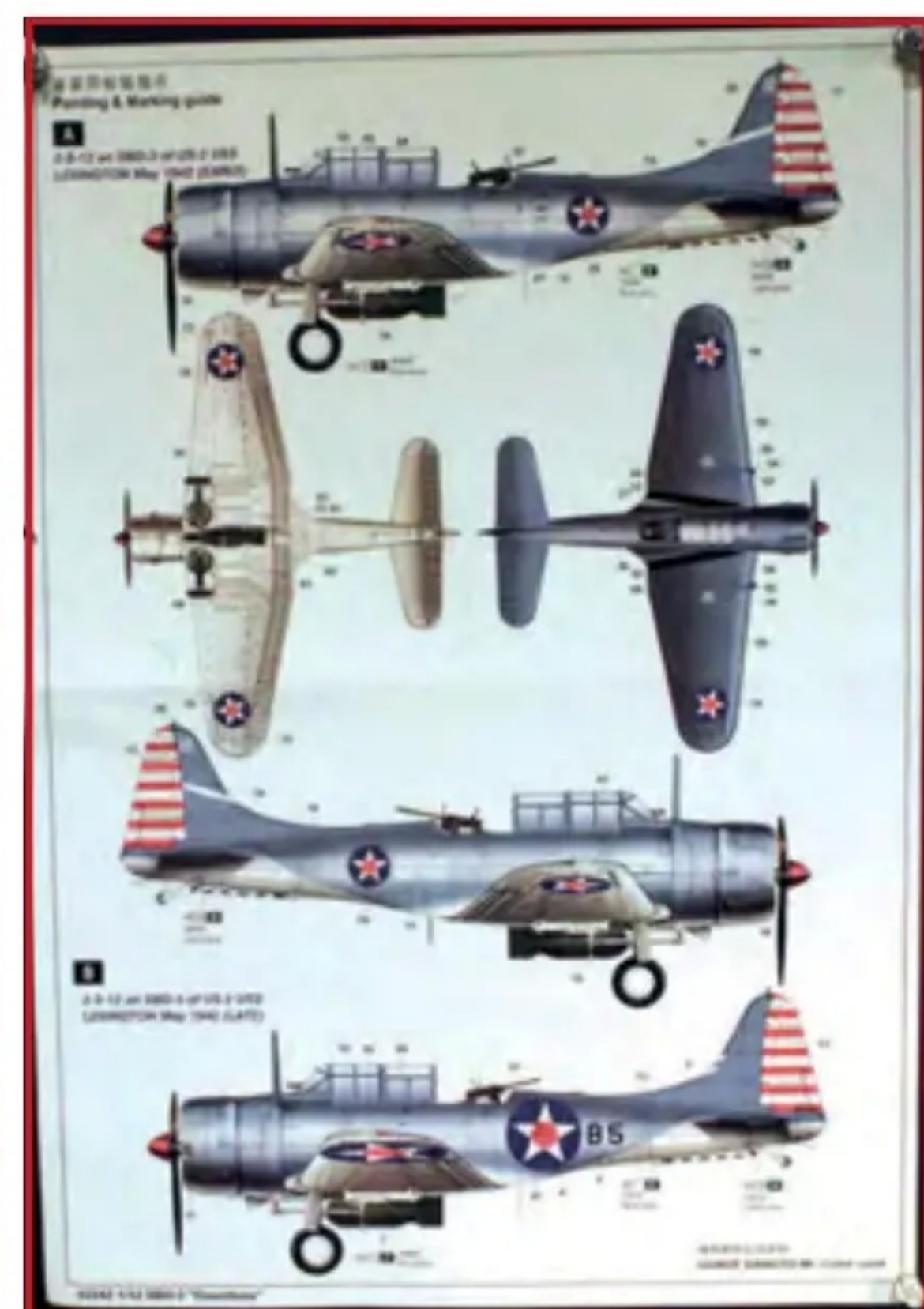
I also want to be clear; this kit is top notch out of the box. Adding aftermarket parts just makes a good kit great.

### IN THE BOX

This kit is a high-volume injection moulded model kit. This is an impressive model just sitting in its box unassembled. Quality moulded parts, high end graphic instruction booklet and decals.



Kit instructions and decals.



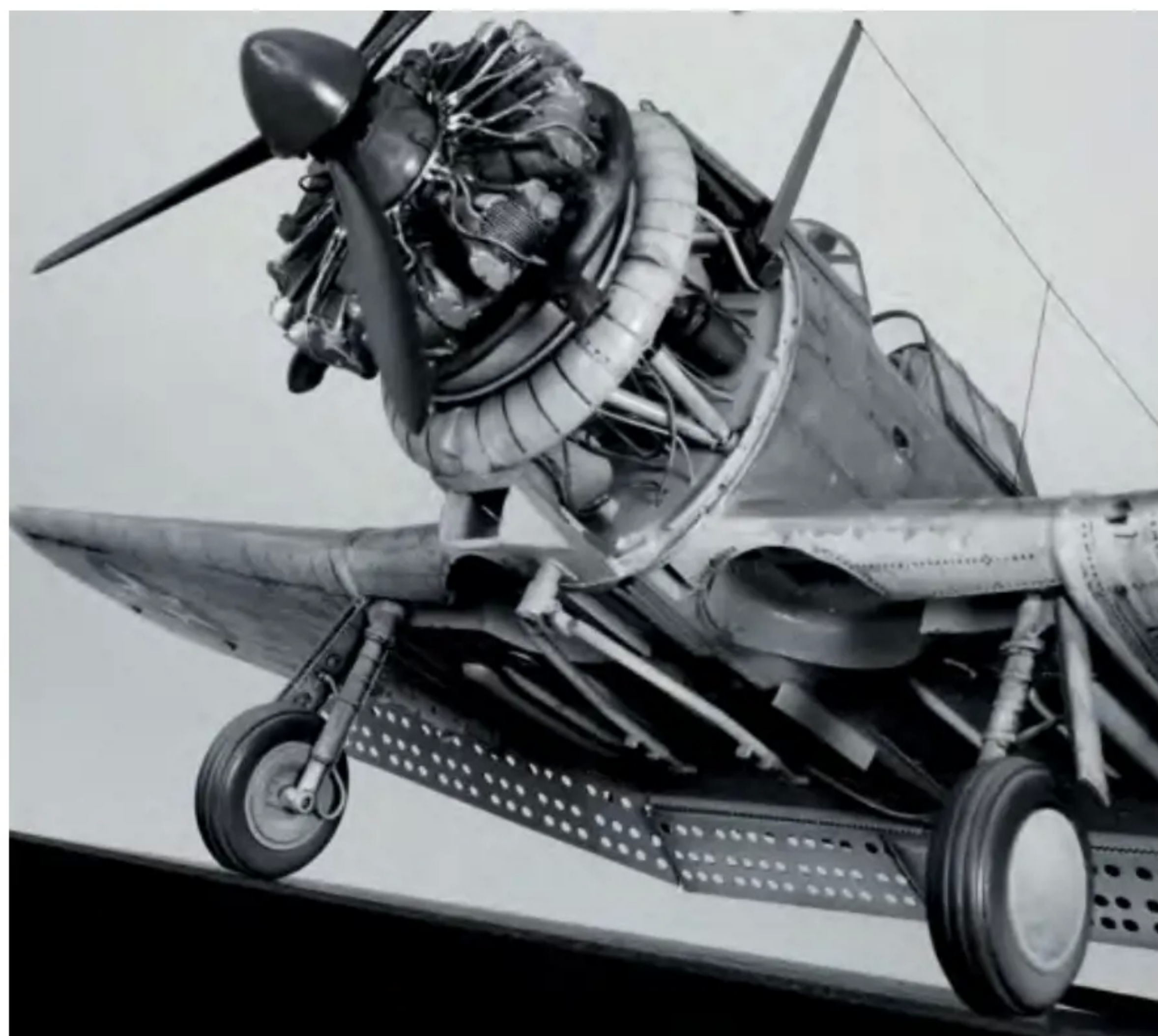
Painting and decaling instructions.



Aftermarket accessories used on my model.



Reference photo, source unknown, illustrating the desired detail level for engine on my SBD.



Trying to recreate the real life photo, less the mechanics. Fooled my daughter Brianna! She thought this was a photo of a real aircraft. Success!



## CONSTRUCTION

Kit detail is great straight from the box. I intended to keep the canopy opened to show cockpit detail. I was going to add state-of-art 3-D printed cockpit dashboard placards and resin wheels. Do not get me wrong, the kit dashboard decals, and clear parts are high quality with thorough painting instructions. The use of the 3D printed dashboard decals adds impressive detail and simplicity to build sequence.

The kits subassemblies, cockpit and engine assemble cleanly and precisely. Each is a nice little model in itself and that's how I treated them. It allows more focused attention to each feature and keeps me from rushing to final assembly and paint phase. I am always looking for the most appealing paint scheme, in this case the "tail feathers" stripe graphics and large national insignia of early war aircraft are too appealing.

## ENGINE ASSEMBLY

Engine from FPW Model of Poland was fully assembled out of the package. The 3-D printed single-row Wright Cyclone engine is an exceptional work in rapid prototyping. Spark plug harnesses, valve rods and cylinder details are fantastic and already in place.

Bulkhead details were added, connecting wire harnesses and fuel lines. Lines will be added to connect the fuel and electrical controls to the rear of engine. All the added oil, fuel and electric lines in the engine compartment were solder wire of various gauges, cleaned, primed and painted prior to installation. I have found the engine compartment a neat separate assembly. Allowing it to be fully detailed without interference from other cockpit parts, because of this, additional super-detail wire harnesses were easily added. I found this to be true on other Trumpeter 1:32 kits also. Different compartments, cockpit, engine and radio areas allow so much more dedicated work when they are separate subassemblies. But they are engineered to come together nicely and create a magnificent finished work.

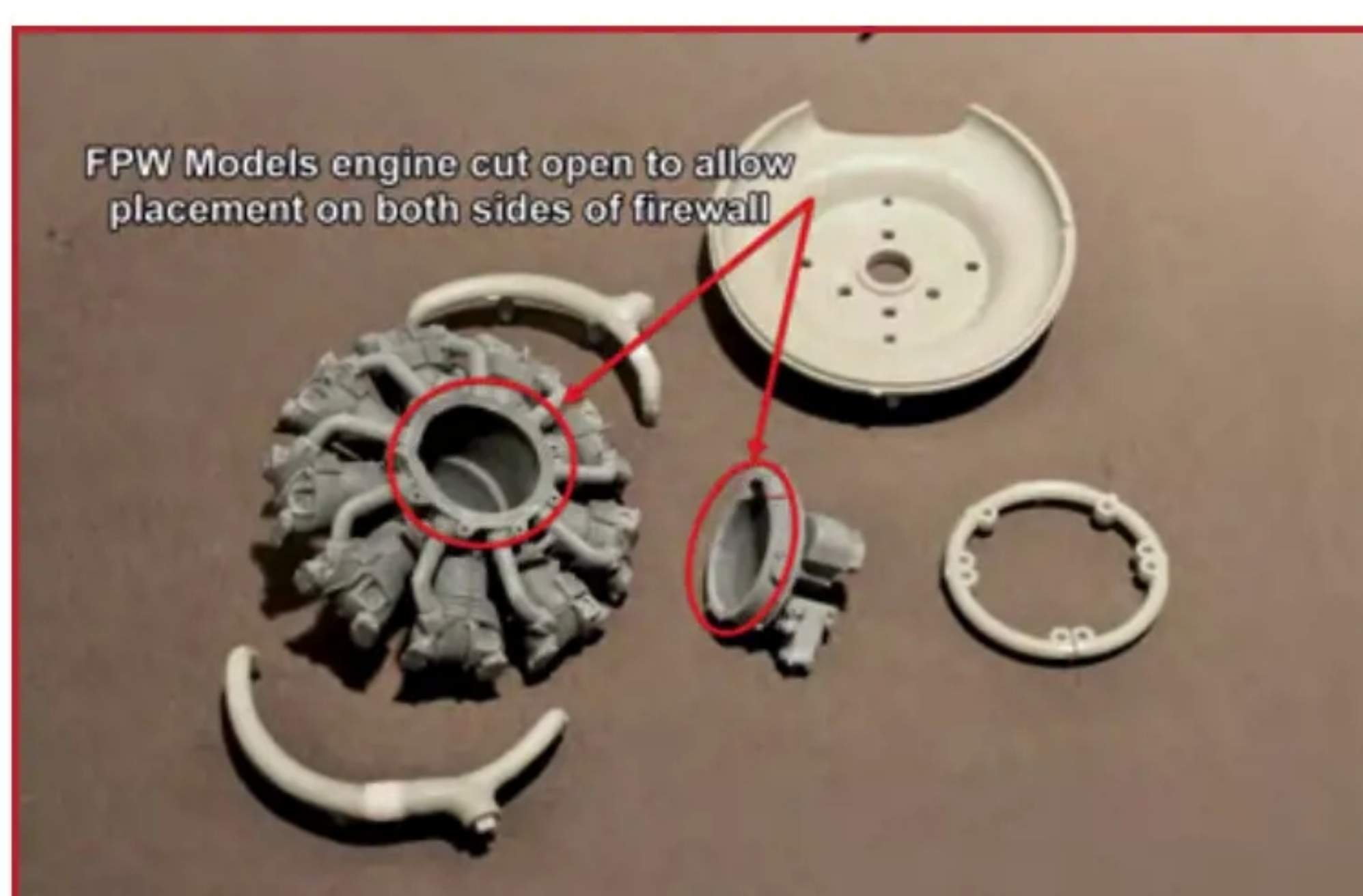
I modelled the area forward of the cockpit to be a showpiece for super detailing. This area represents where my modelling skills are progressing, adding super detail features and weathering. Like any other artistic endeavour, building and weathering model airplanes is a process. Each of us has our avenues of expertise and growth. For example, I am the type of modeler that discovers a scratch building technique, employs it, assesses its' execution then make revisions the next time around. Usually, the new technique appears overdone and then I scale the technique back to find the best visual impact. That's just the type of artist I am and how I create that breakout moment. This is a result of seeing other artists being too timid with models and this timid execution is observable. It is easy to spot a timidly built and weathered model. This applies to me with scratch building super details also. I am envious of master builders of scratch-built engines, cockpits, crew stations, etc.... and want to get better at these attributes. ▶



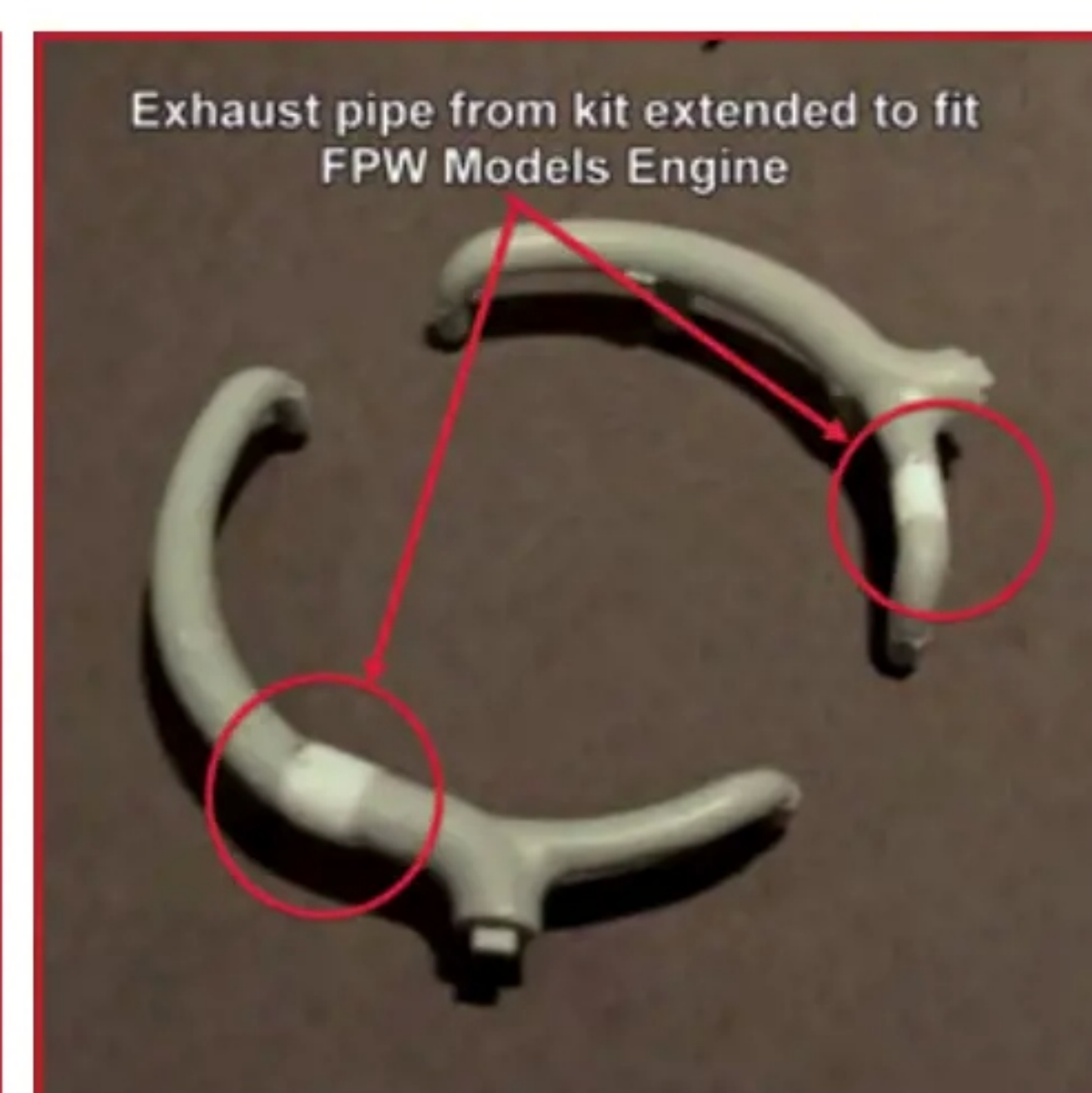
Fully printed Engine with all its details from FPW Models primed and ready for painting.



Rear side of engine detail is exquisite!



FPW Models engine with its major components.



Modified kit exhaust pipes.



Cutting the engine block improved assembly to the firewall. Oil, fuel and electrical lines can easily be routed through the firewall also.



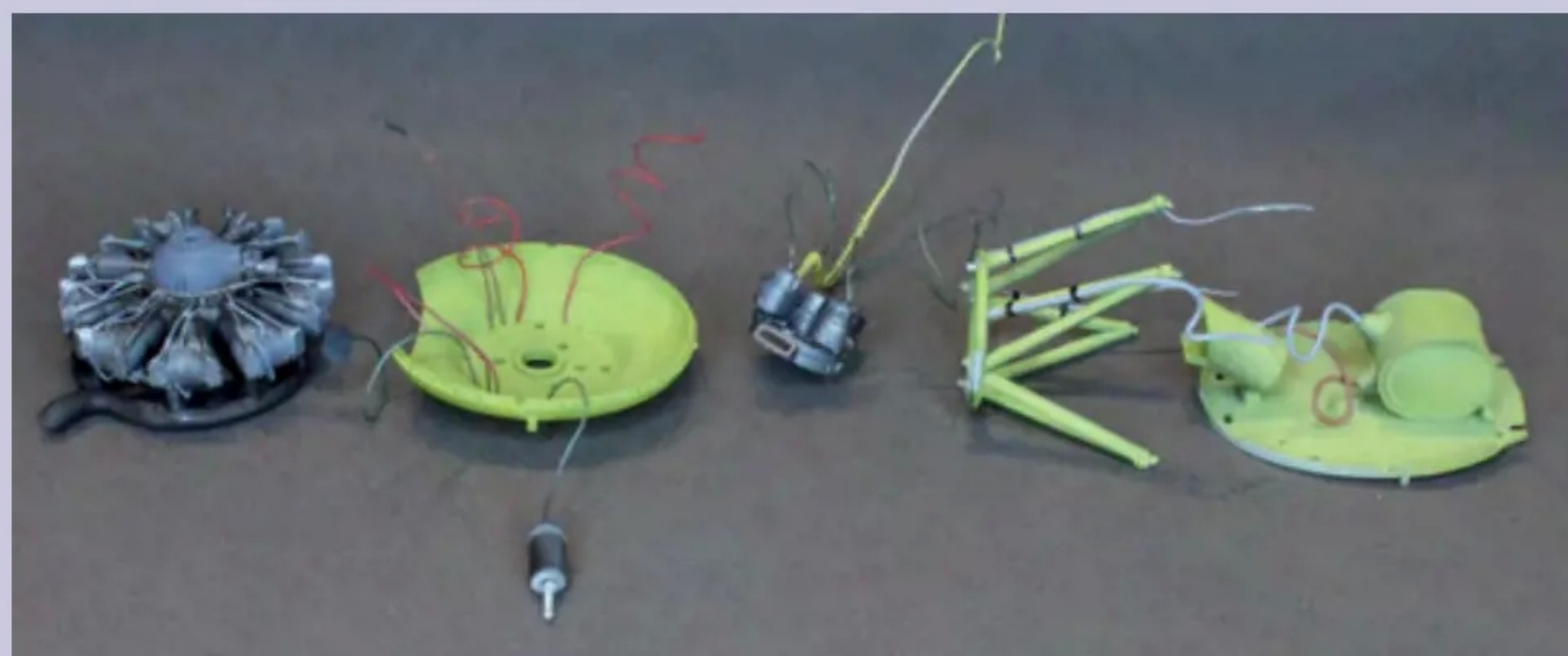
Engine painted various Alclad colours with washes applied.





# FEATURE ARTICLE

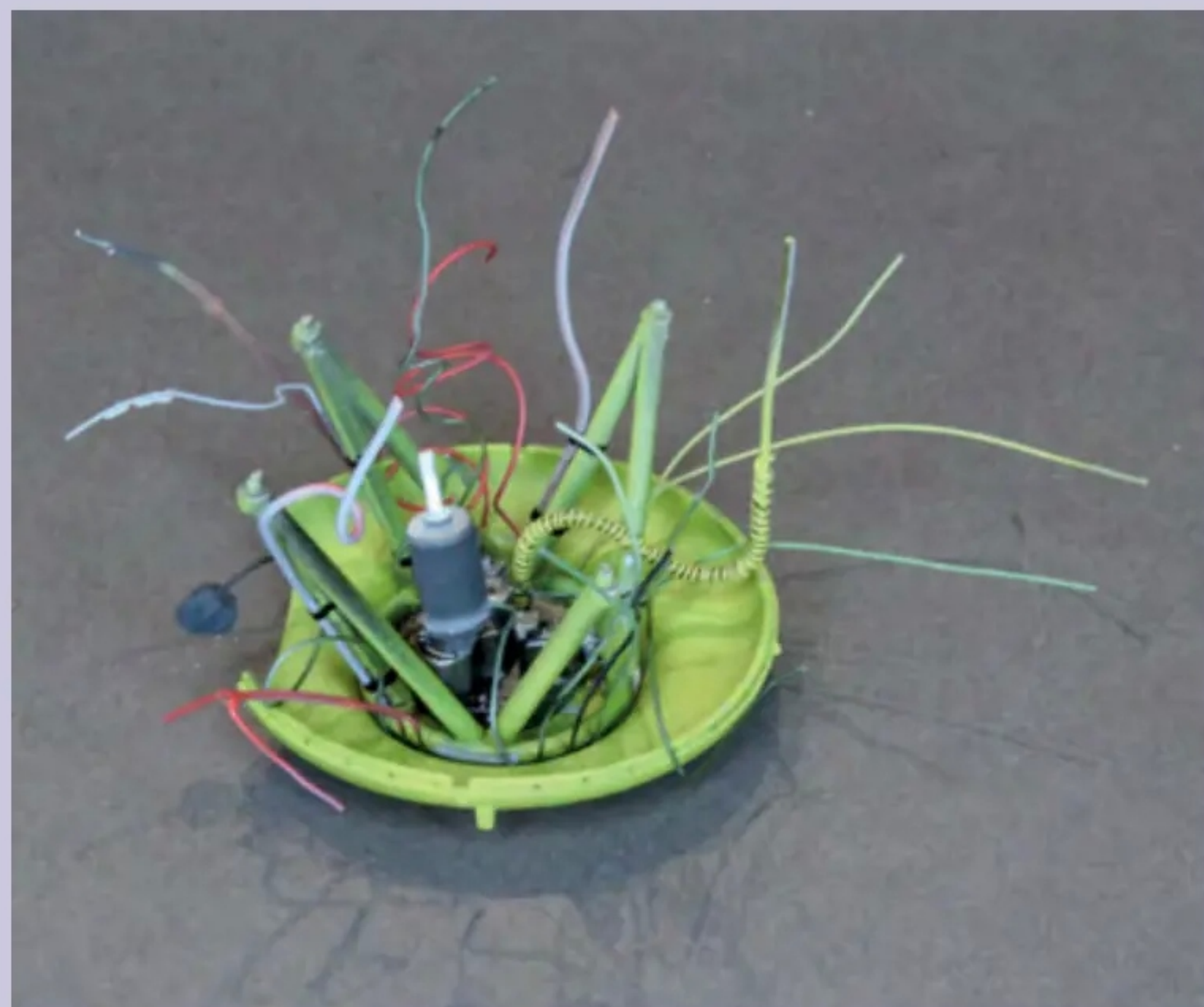
Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244



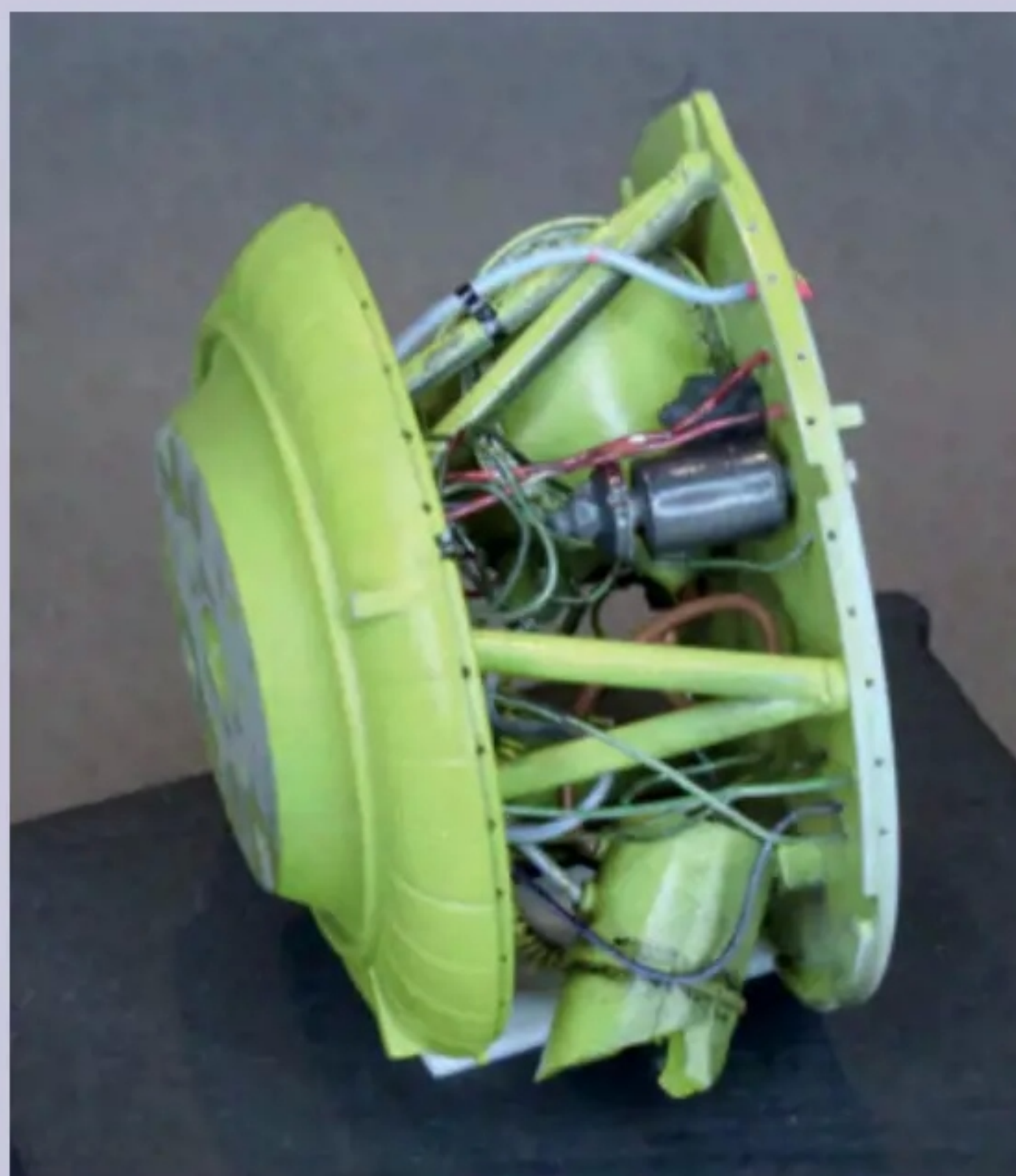
Engine, heat shield, frame and firewall ready for assembly.



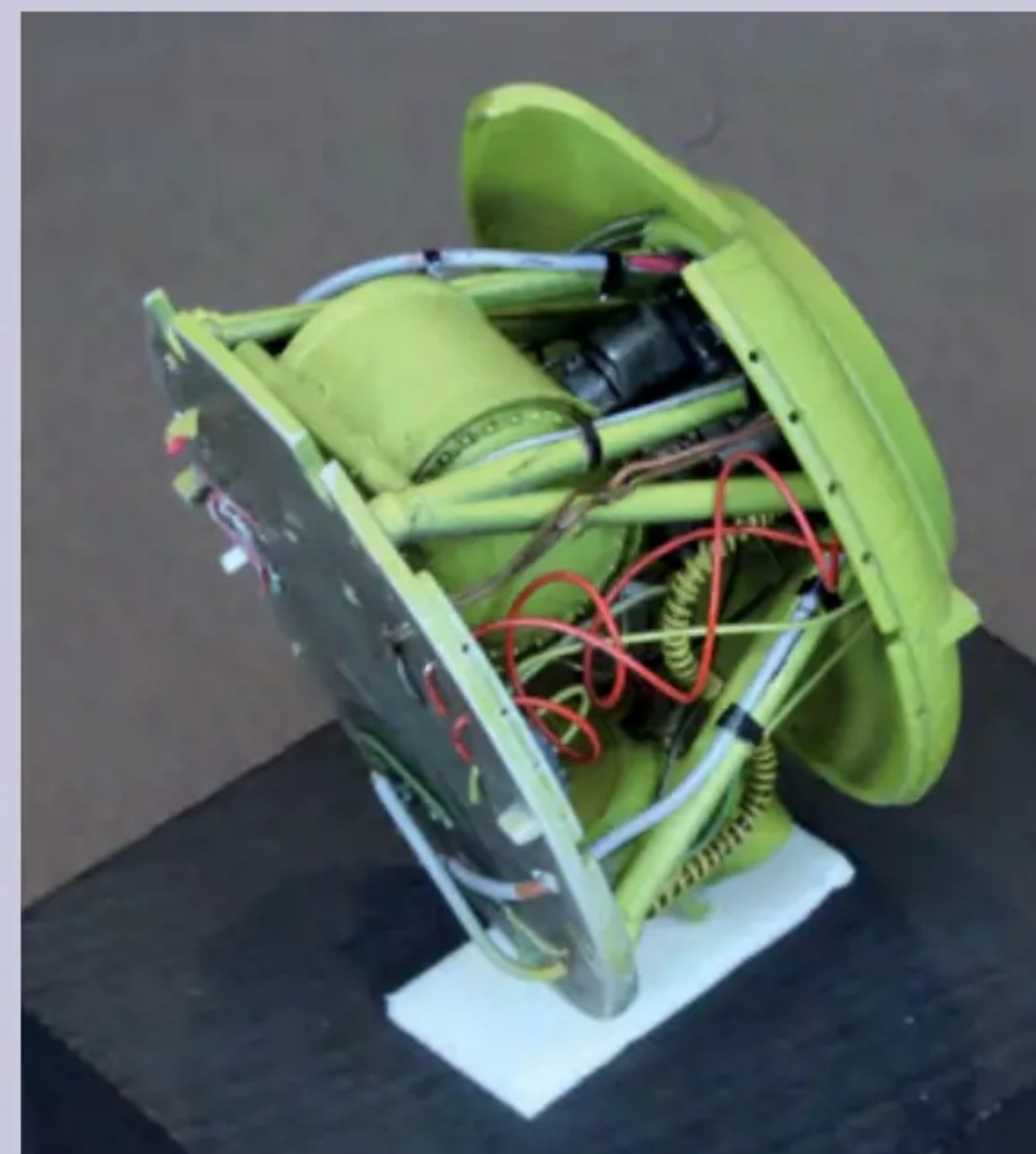
Various electrical, fuel and oil lines attached along with engine mounting frame.



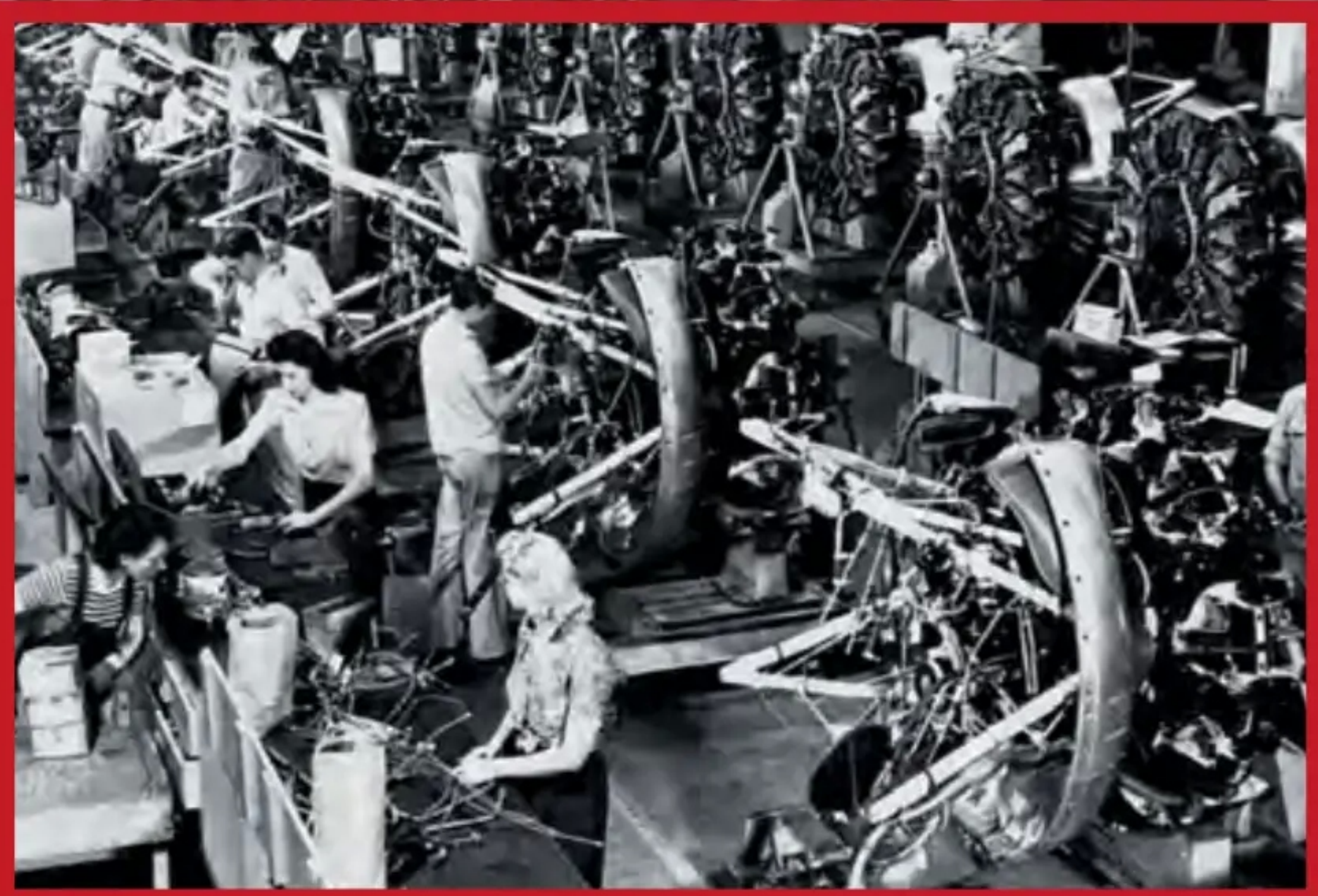
Close up of detail added between heat shield and firewall. Looks like a frightful mess at this stage.



Completed assembly of engine, firewall, scratch-built details with wires routed.



Wires are all routed through drilled holes on the firewall and on opposite end, into aft engine. Makes adding these details more manageable and realistic. Various gauges of wire cleaned, primed and painted prior to installation to rear of engine.

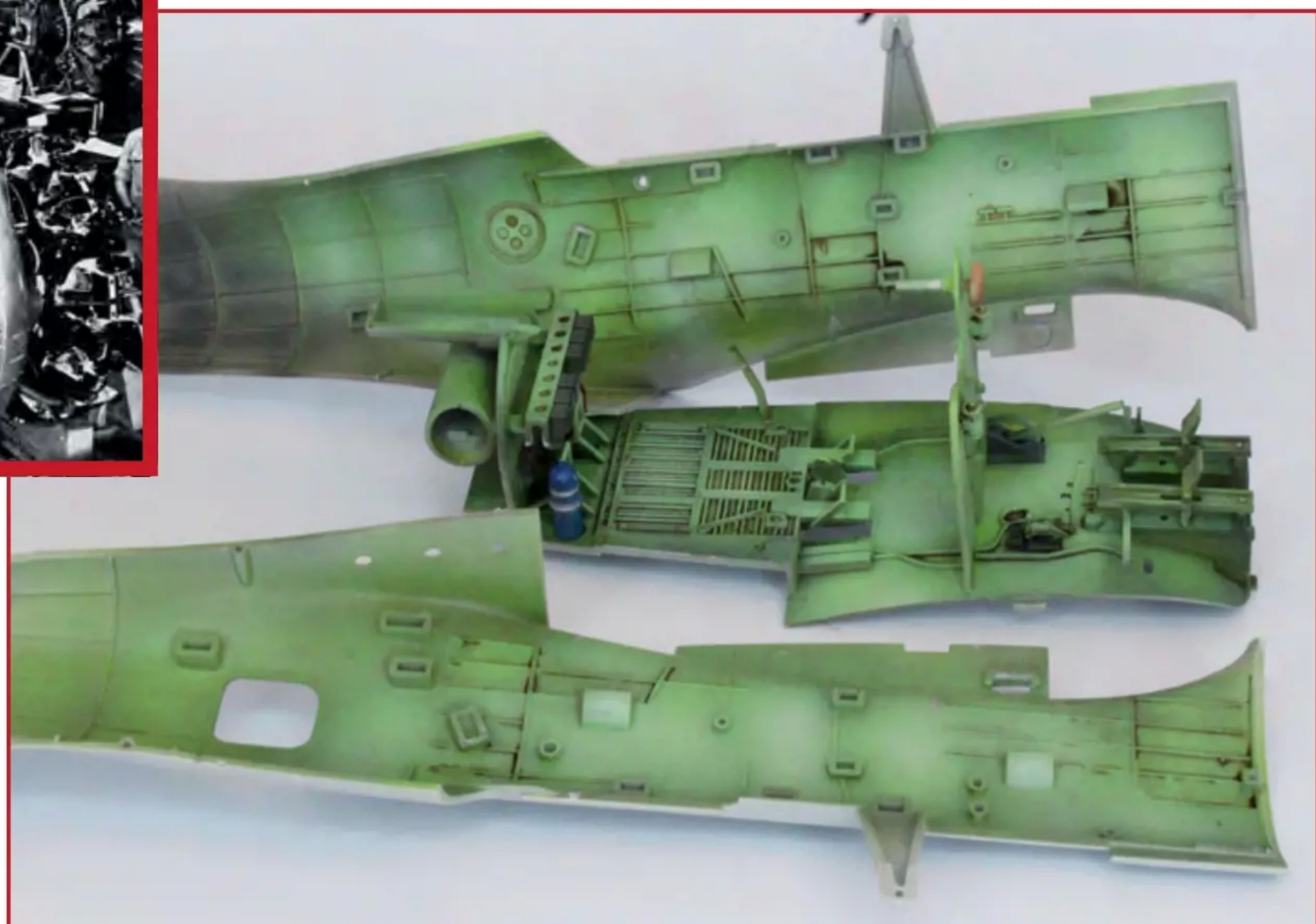


SBD Engine Production line assembly circa 1941.  
Source of is unknown.

## ◀ COCKPIT

This cockpit is excellent, plenty of detail and busy-ness. I was surprised as I progressed through construction with the 3+ pages of the process. Sidewalls, radio gear, gunner seat dashboards: they're all well-modelled and easy to assemble. The addition of the 3D decals from Kelik Scale Model Accessories just adds to the quality of the cockpit. The cockpit is comprised of a major floorboard/bulkhead piece with the lever details, dashboard and other control features as separate pieces. The instructions on the cockpit are clear and concise and illustrates assembly of pieces very well.

The cockpit was painted Zinc Chromate Green. Following painting of these parts, I wanted to add 3D dashboard decal set and other interior decals. There are approximately 15 3D decals included with the set along with



Cockpit's major components unassembled.

the seat belts. They remove from the paper backing just as any other water-slide decal should, and then glued to the plastic parts. With the advances in our hobby with 3-D printing, adding cockpit details and dashboards makes good sense. The fidelity of the after-market cockpit decals is in line with the superior quality of this Trumpeter kit.

Cockpit and floorboard were weathered using oil paints. Four different colours were used in a layered manor each separated by a clear gloss coat. With this SBD-3 I am trying to improve my skills and create that break-out moment by increasing the amount of weathering to the internal details of the cockpit, engine and airframe structures. ►



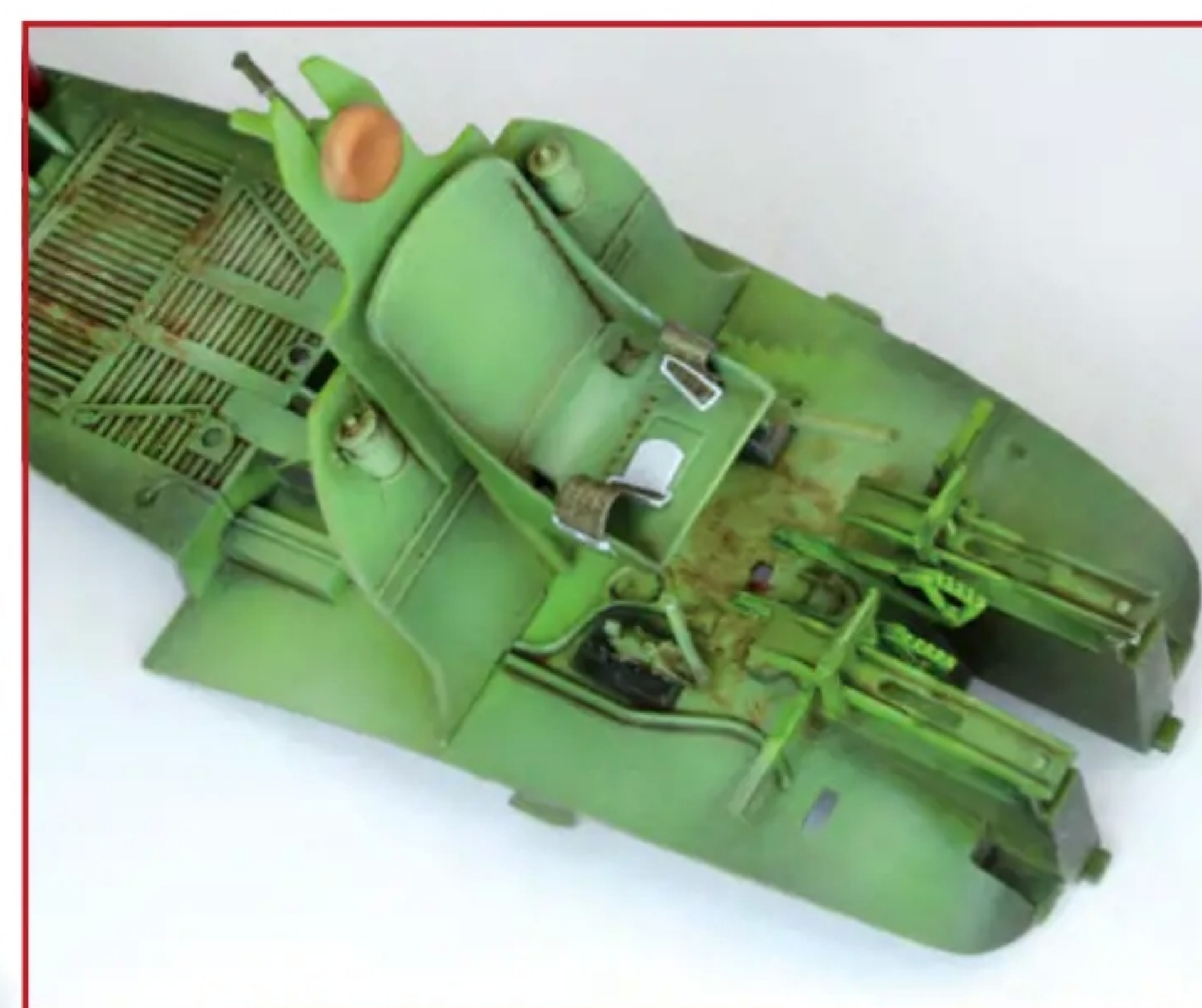
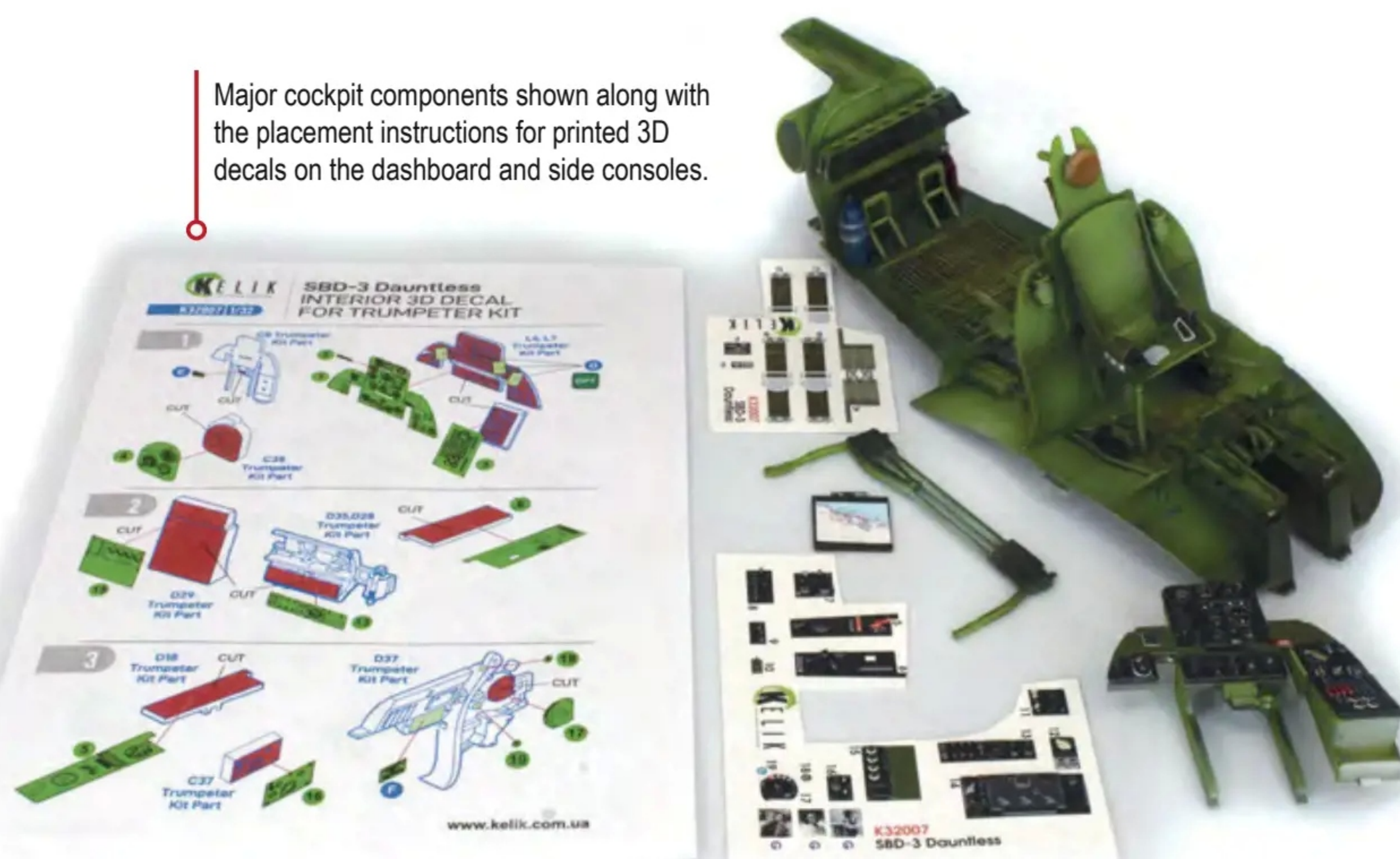


Oil paints used to weather the floorboard. Several colours were mixed and applied darkest to lightest, each separated by a clear gloss coat layer.

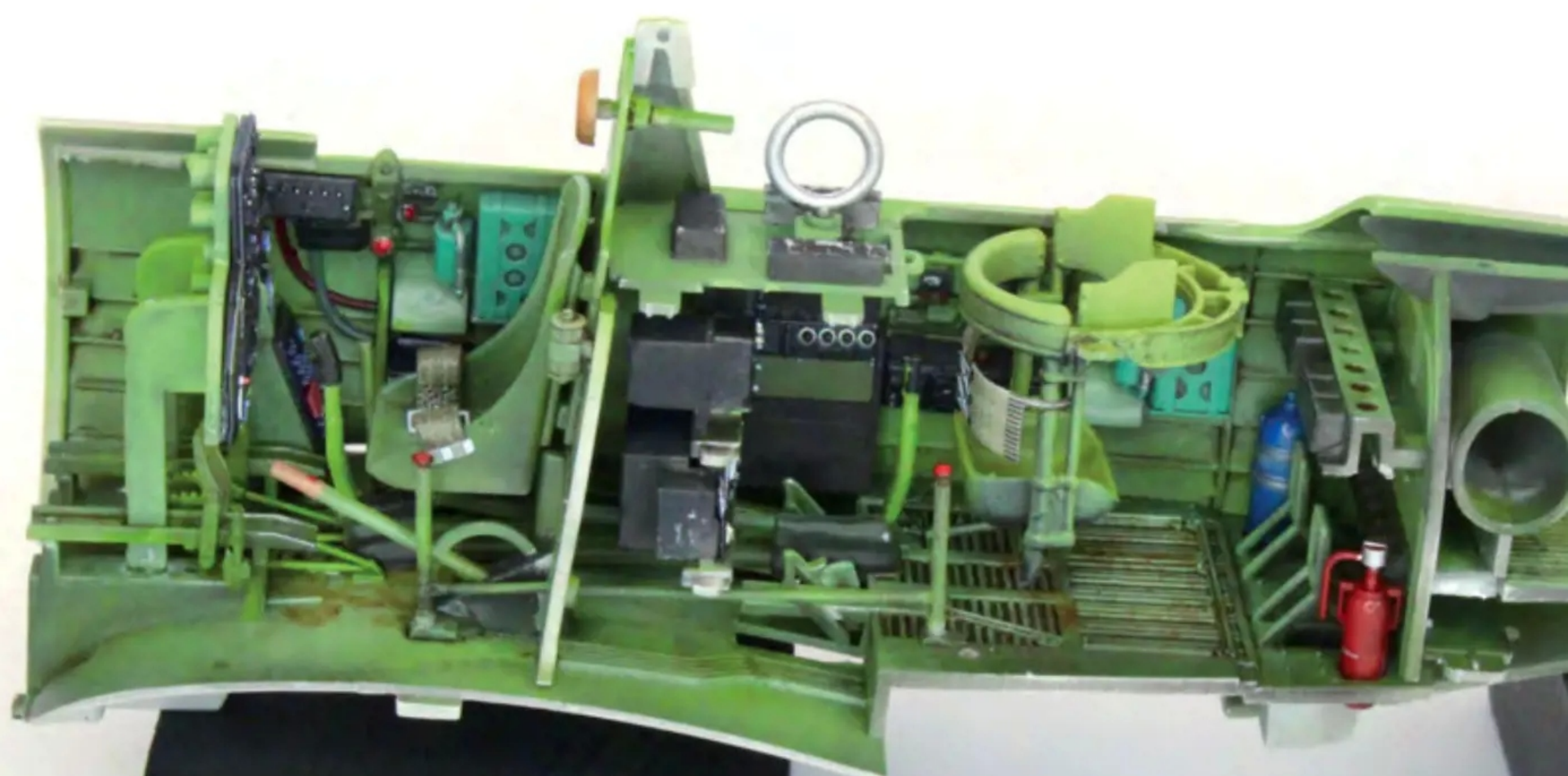


Pushing the level of weathering in the cockpit. A flat coat was applied to finish the floorboard weathering. I also put a map on the pilot's navigation board for more interest!

Major cockpit components shown along with the placement instructions for printed 3D decals on the dashboard and side consoles.



3D printed seatbelt decals applied to pilot's seat.

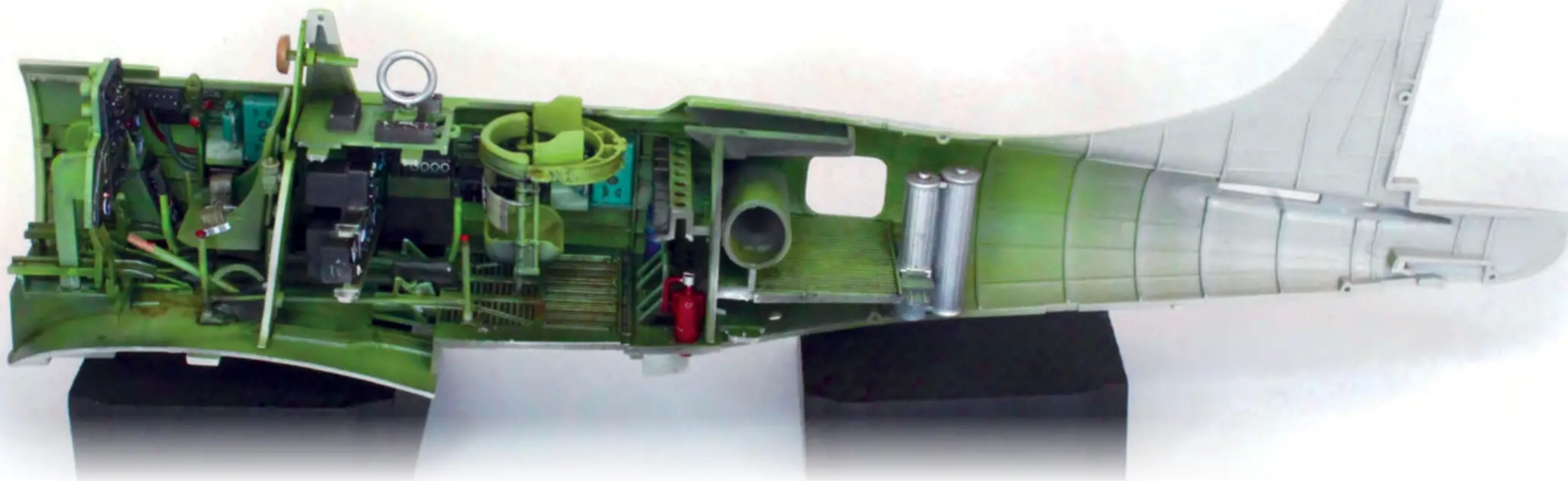


3D cockpit decals are incredibly detailed and so easy to install on the kit's plastic parts. How can I not add these decals that are so user friendly to upgrade this Trumpeter kit!



# FEATURE ARTICLE

Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244



## ◀ FUSELAGE ASSEMBLY

Fuselage assembly is in segments that build off the finished cockpit. The fit of cockpit to sidewall is precise and accurate. You can see the quality of the model's engineering at this point.

The internal airframe structures are modelled from the firewall forward. The fuselage, engine mounting frame and engine are nice neat subassemblies. This allows me to work on them adding greater detail at a very manageable pace.

Mounting frame assembly attaches to fuselage, then the Engine mounts easily to the front of the mounting frame bulkhead. I have found this similar to other building sequences on 1:32 Trumpeter kits.

All the moulded detail of the engine and the compartment in front of the firewall really comes together visually. It just appears so complicated as a total assembly, but it seemed relatively simple building the separate subassemblies of airframe and engine. I will be adding wiring harnesses made of solder wire painted in various colours to super detail this area of the airframe.

## WING ASSEMBLY

Wing assembly starts with connecting top and bottom. Then adds the internal panels where dive flaps are connected. All the dive flap connection parts included with the kit were used. They attach nicely to the photo-etched dive flaps from Eduard. Ailerons assemble nicely and are posable on wings.

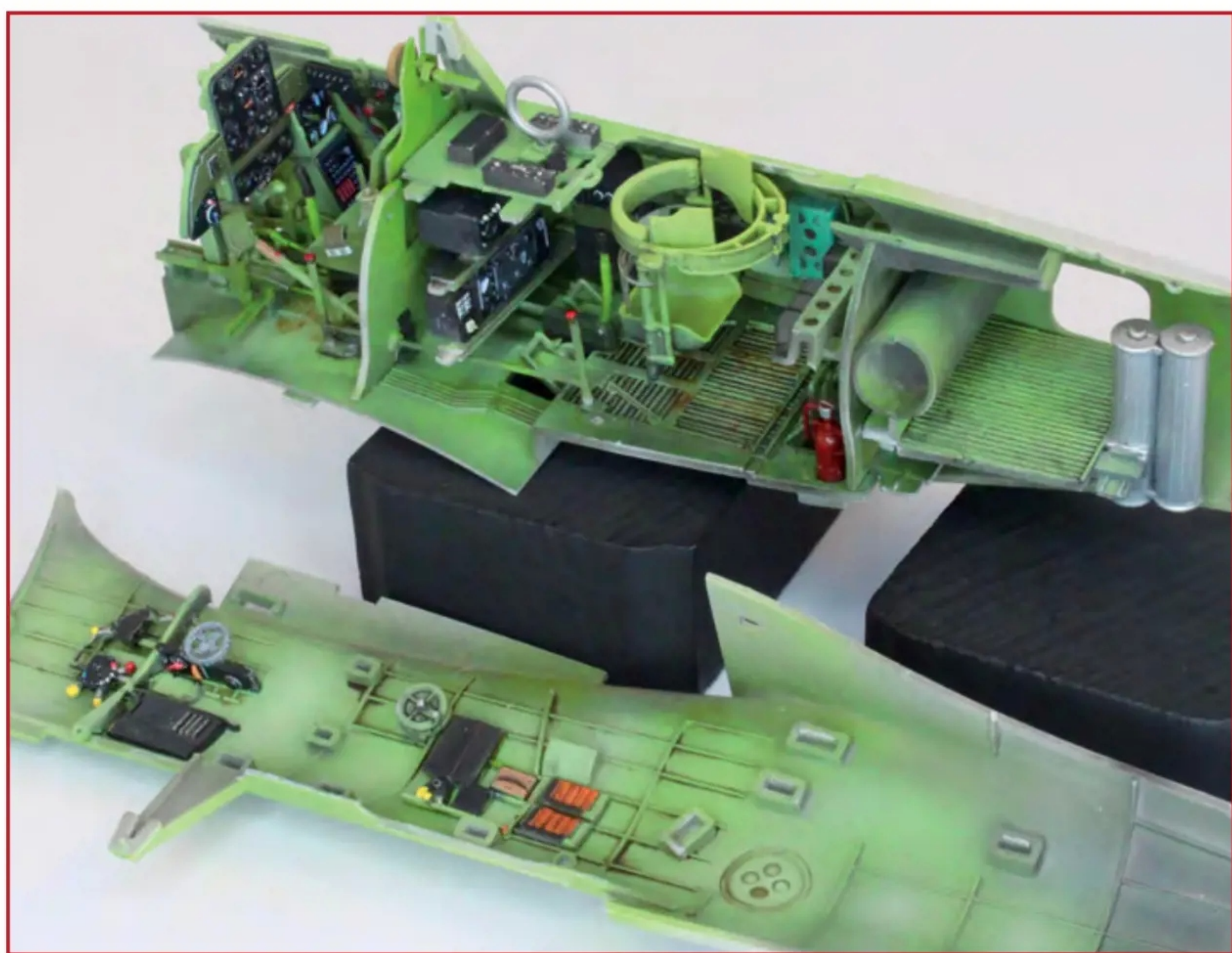
Fit on upper surface of wing did have very small gaps needing filling with Mr. Surfacer 1000. The air foil contour surfaces are perfect with shape and alignment.

## DIVE FLAPS

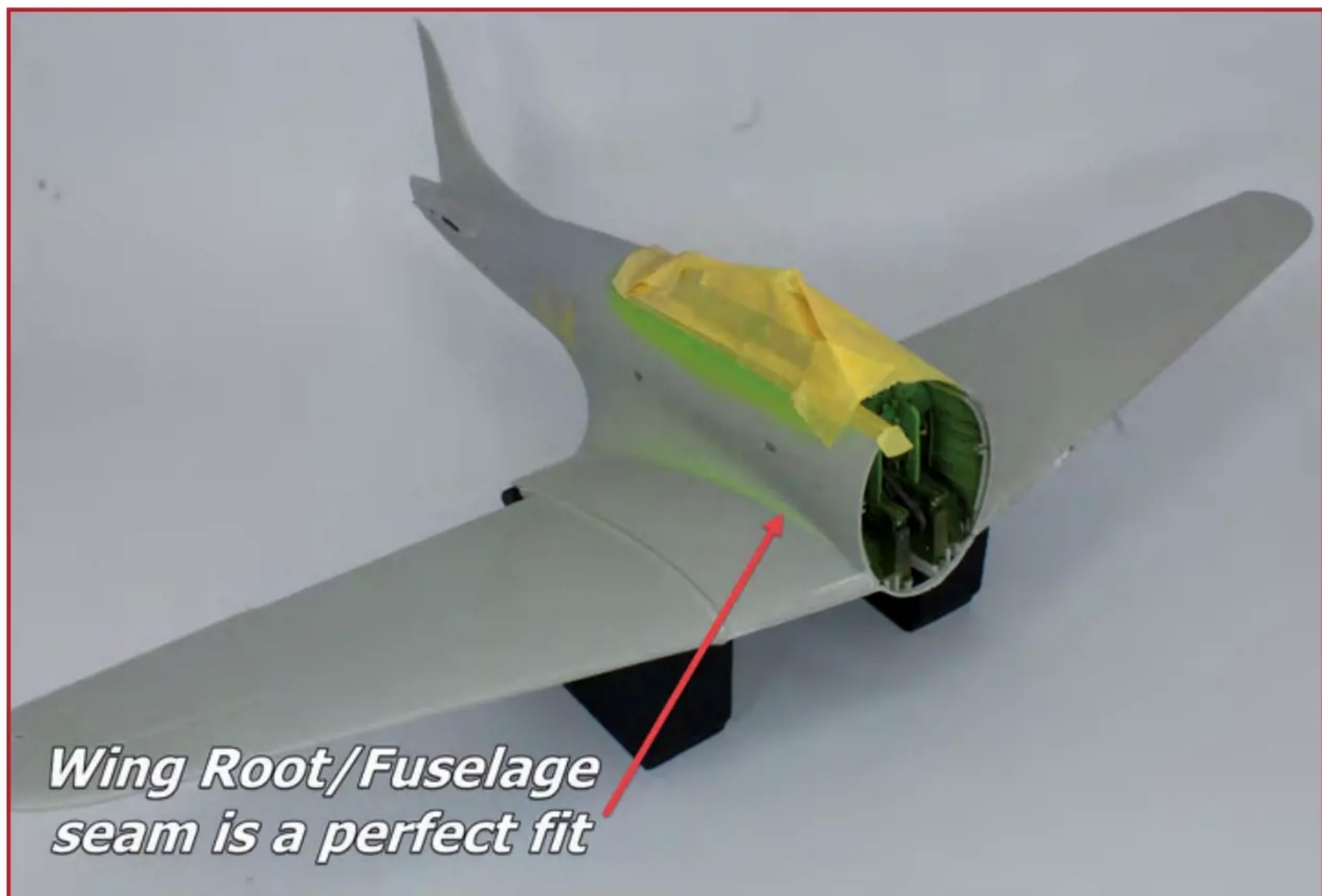
I articulated photo-etched dive flaps and kit supplied ailerons. The dive flap set is a model unto itself. Exercise patience in constructing the dive flaps and test fitted multiple times to get this right. This perforated dive flap feature is an attention getter when all is finished.

Flaps easily attach at any chosen angle. Use this to your advantage as posing the flaps and ailerons provides a sense of life to your model.

Dive flaps were the last group of parts attached to the model following painting and weathering, they look great but are delicate. ▶

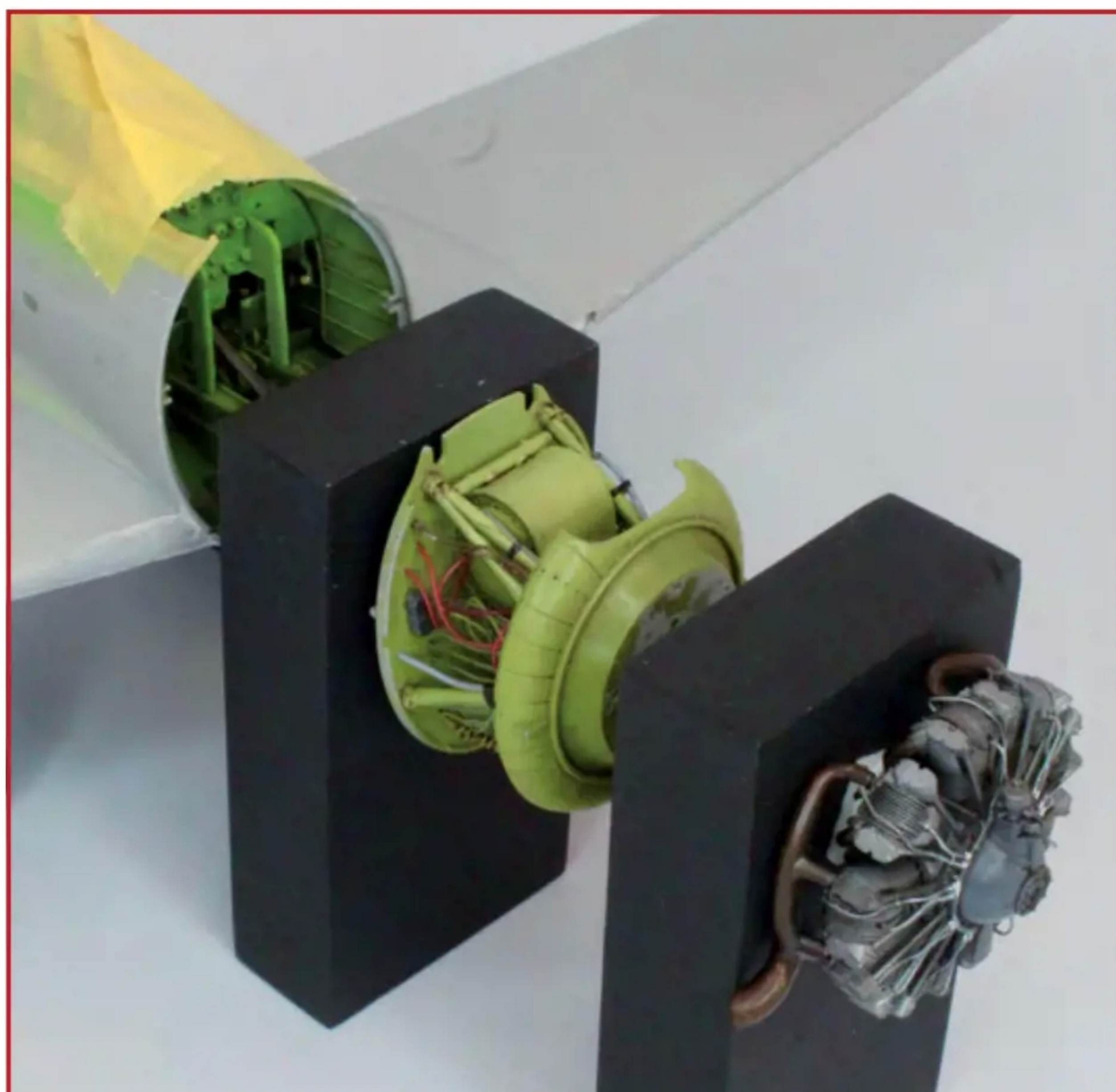


Test fitting cockpit and fuselage sides. These parts snap into place!

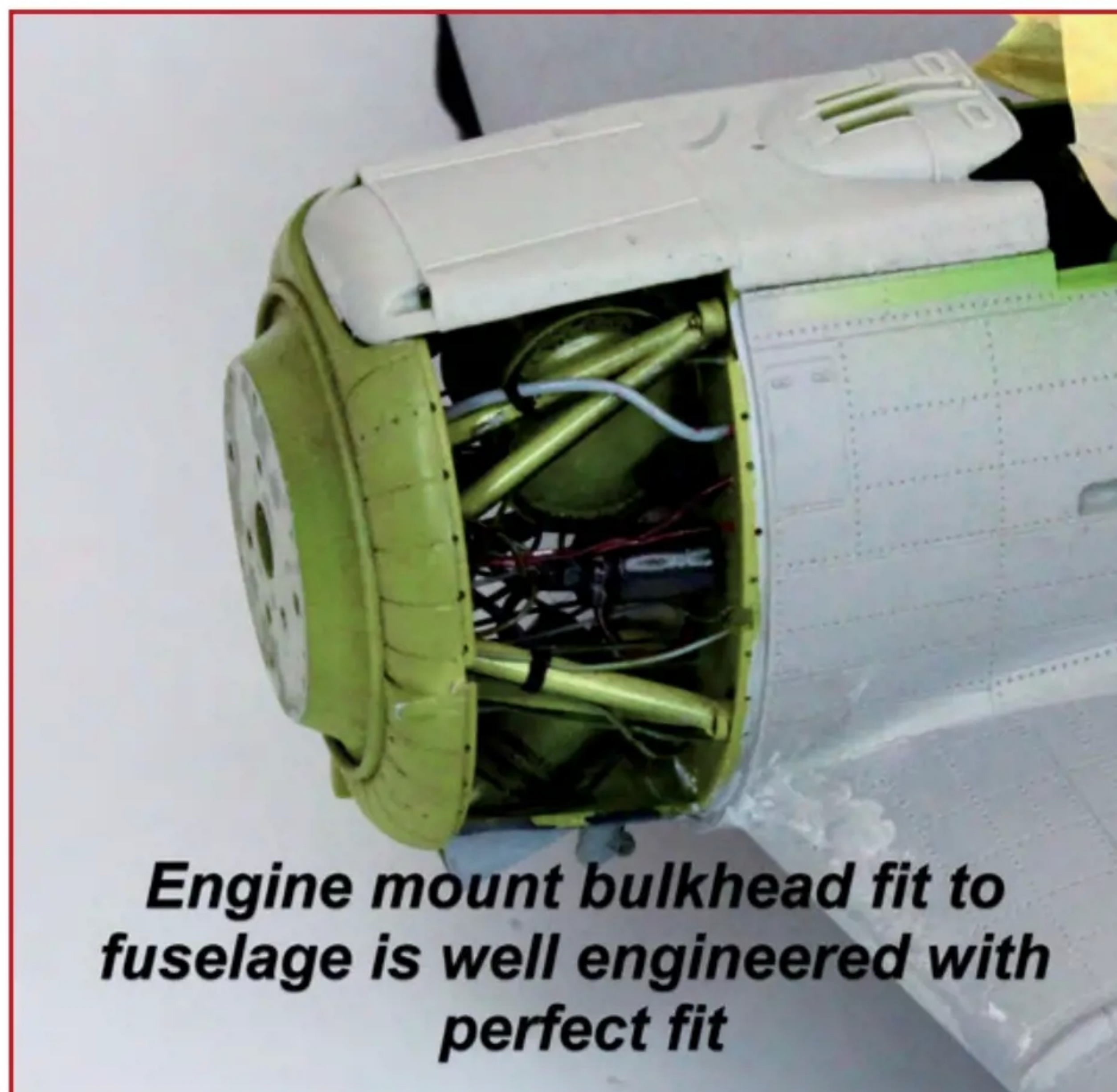


Solid engineering produced great fit between wings and fuselage.





Lining up the sub-assemblies. Engine mount frame will get assembled before painting.



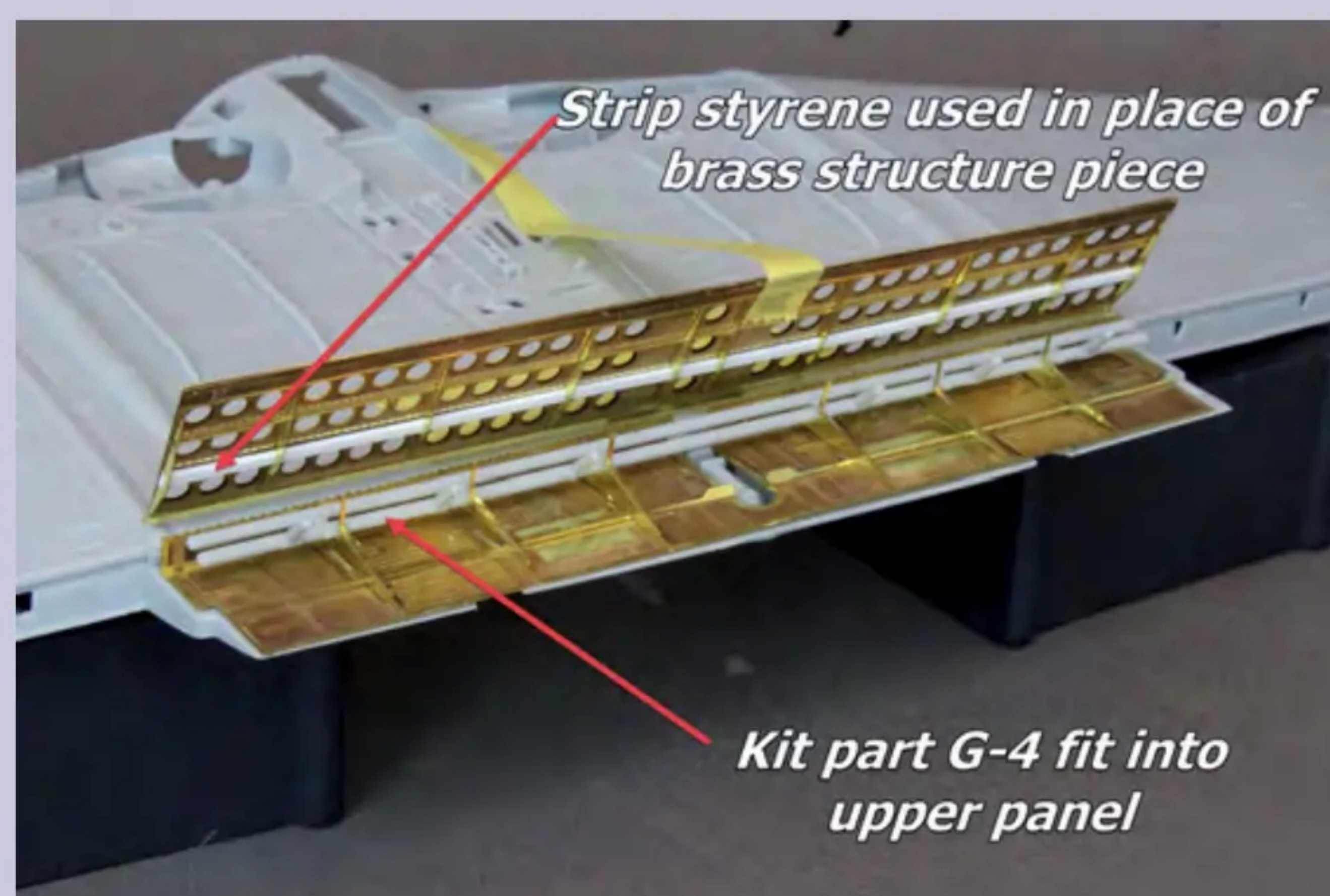
**Engine mount bulkhead fit to fuselage is well engineered with perfect fit**

Engine Mount installed to fuselage prior to painting exterior surfaces.

***“The dive flap set is a model unto itself. Exercise patience in constructing the dive flaps and test fitted multiple times to get this right...”***



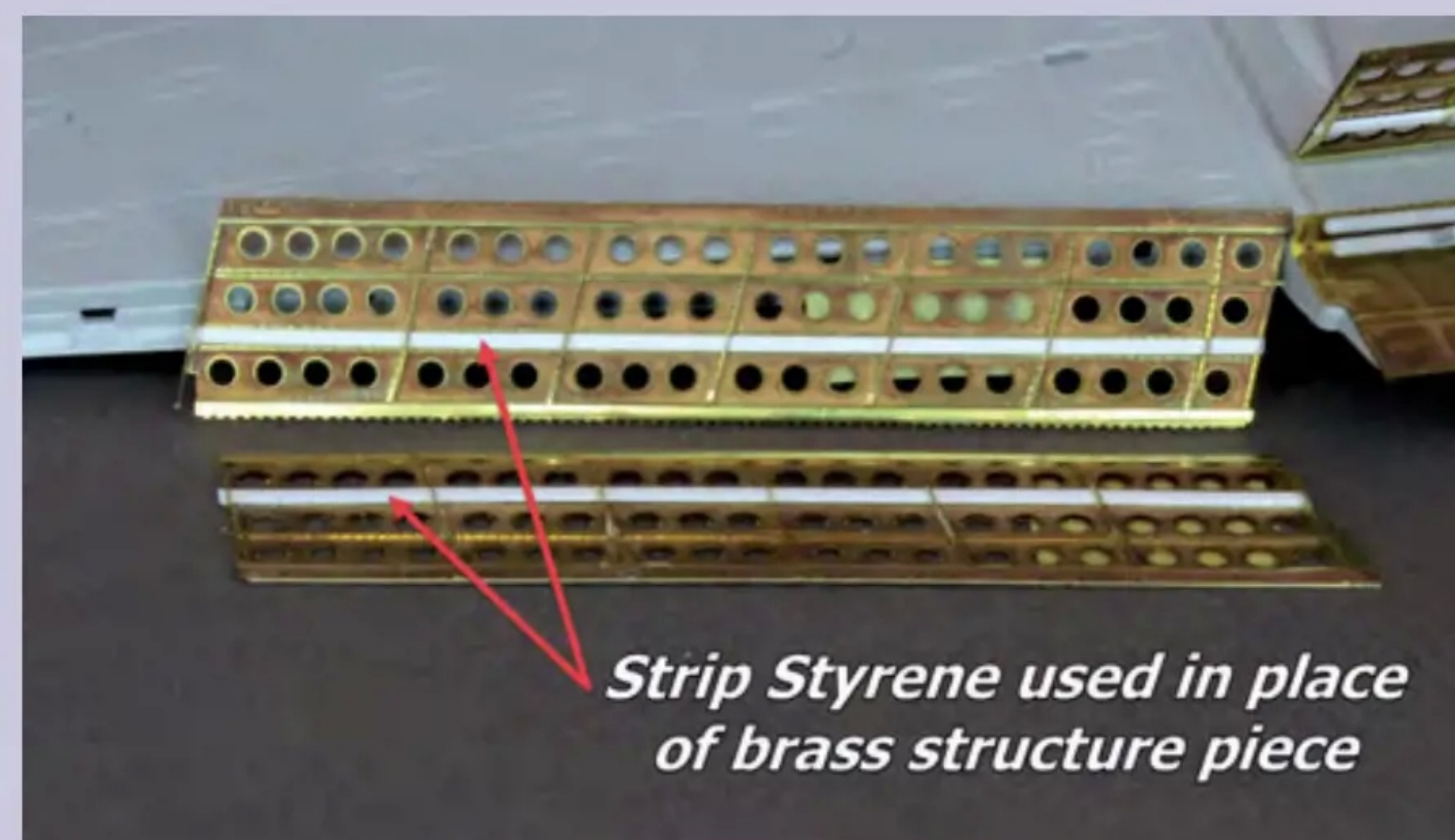
Centre dive brake panel photo-etch piece in place.



Centre panel dive brake flap test fitting. I used 0.040 x .020 thk styrene in place of etch brass structure piece.



Dive Flaps assembled and test fit.



Detail of assembled outboard dive flaps.



# FEATURE ARTICLE

Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244

## PRIMING AND PREPARATION FOR PAINTING

After priming, the entire model was polished with a 12000 grit polishing cloth. Use lots of water when polishing the surfaces and allow to dry.

## MULTI-LAYER PAINT CHIPPING EFFECTS

This model will show heavy wear to surfaces used by crew and maintenance technicians aboard the aircraft carriers. Scratched and worn walkways, dinged up engine panels etc. To do this, two layers of paint will be exposed with the water-based heavy chipping fluid coat. This Mig-AMMO heavy chipping fluid is similar to hairspray. It is a water-soluble clear coat. When dried, it is delicate to the touch, masking tape and moisture.

After layers of paint are chipped away, they must be sealed with a lacquer clear coat layer. This is a must or the yellow green will wipe away like dust on a countertop. After these surfaces get sealed in this fashion, they regain their durability to touch and masking tape.

Camouflage paint, decals and weathering can be applied in normal fashion.

## PRIMING, MULTI-LAYER PAINT CHIPPING AND PRE-SHADING RECIPE

The model was primed grey, with two layers of undercoat applied and pre-shaded in the following sequence:

Step 1: Prime with Tamiya Fine Surface Grey primer.

Step 2: Alclad 2 Lacquers Dark Aluminium ALC-103 painted to targeted areas on upper and lower surfaces.

Step 3: Panel lines were pre-shaded with Vallejo NATO Black: 71.119.

Step 4: Mig Ammo Heavy Chipping Fluid applied to targeted areas.

Step 5: Tamiya XF-4 Yellow Green painted to target areas over heavy chipping fluid.

Step 6: Yellow green was chipped away with a small wet bristle paint brush.

Step 7: Model sealed with Testors Lacquer Clear Glosscote. This is a MUST. If water-based chipping fluid and yellow green paint are not sealed with a lacquer clear coat, they will wipe away with any moisture like dust on a counter top.

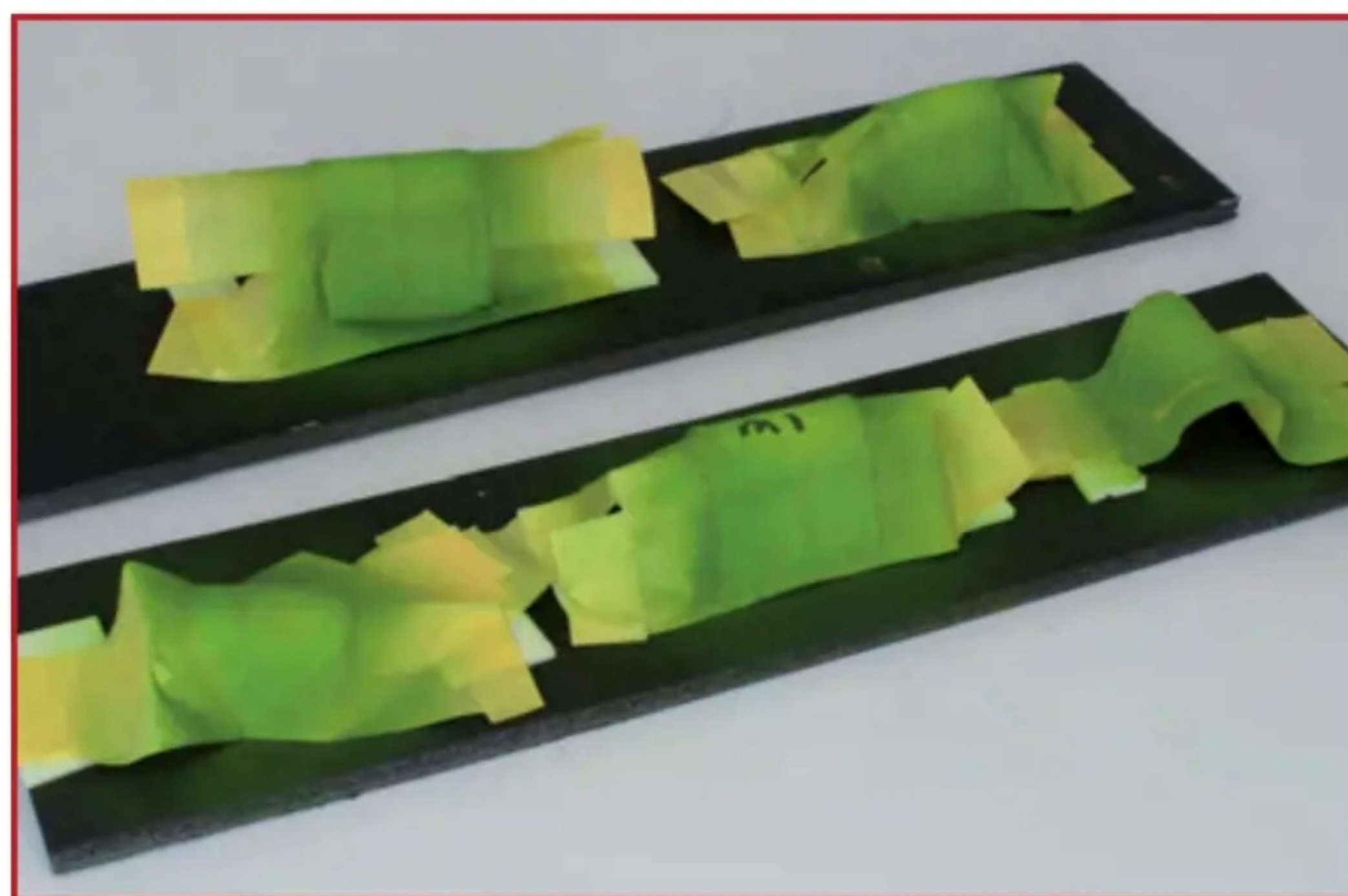
Step 8: Mig Ammo Heavy Chipping Fluid applied to targeted areas.

Step 9: P.R.U. Blue camouflage colour painted to upper surfaces

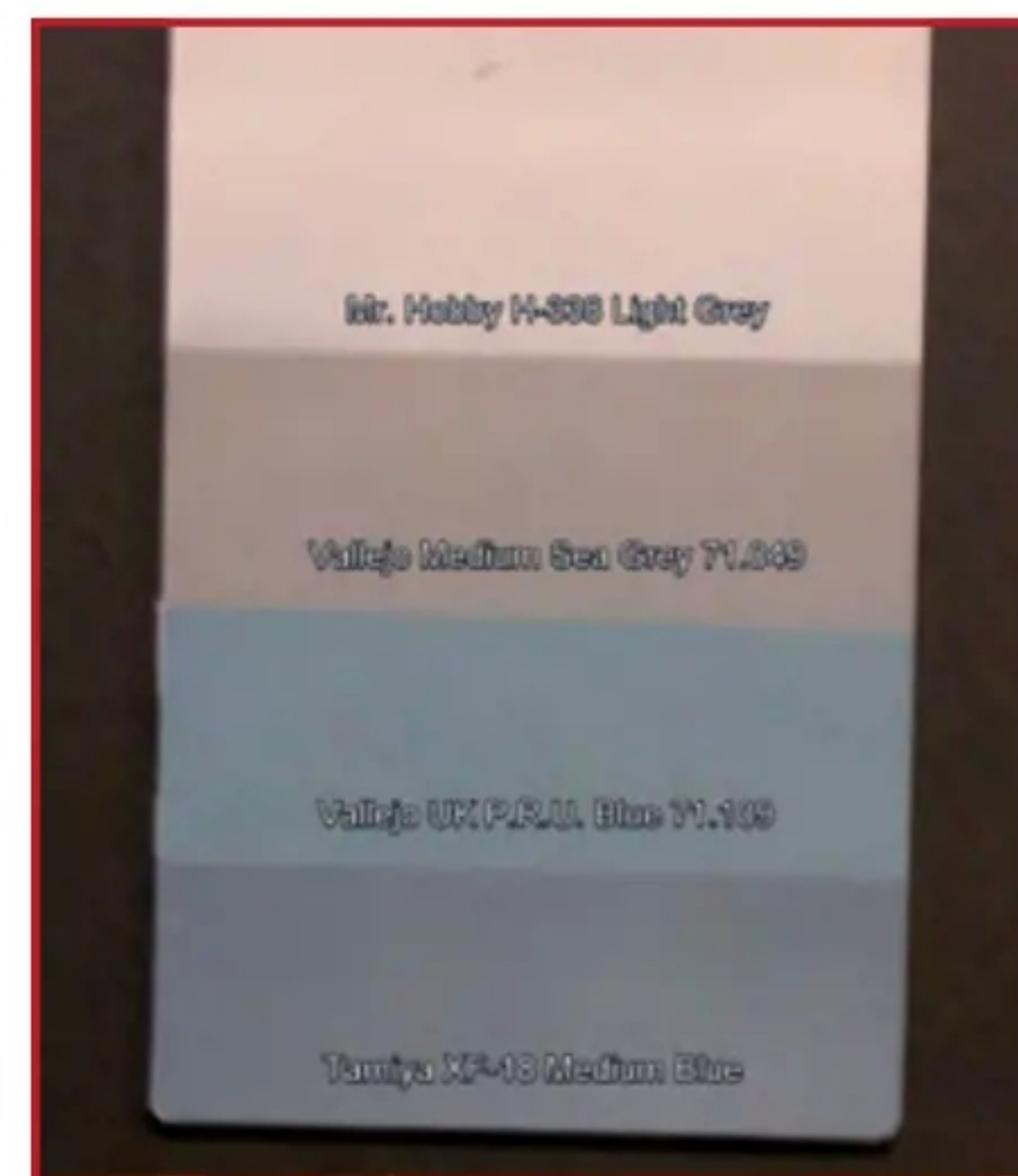
Step 10: Camouflage colour chipped away with wet small bristle paint brush.

Step 11: Model sealed with Testors Lacquer Clear Glosscote. Again, this step is a MUST.

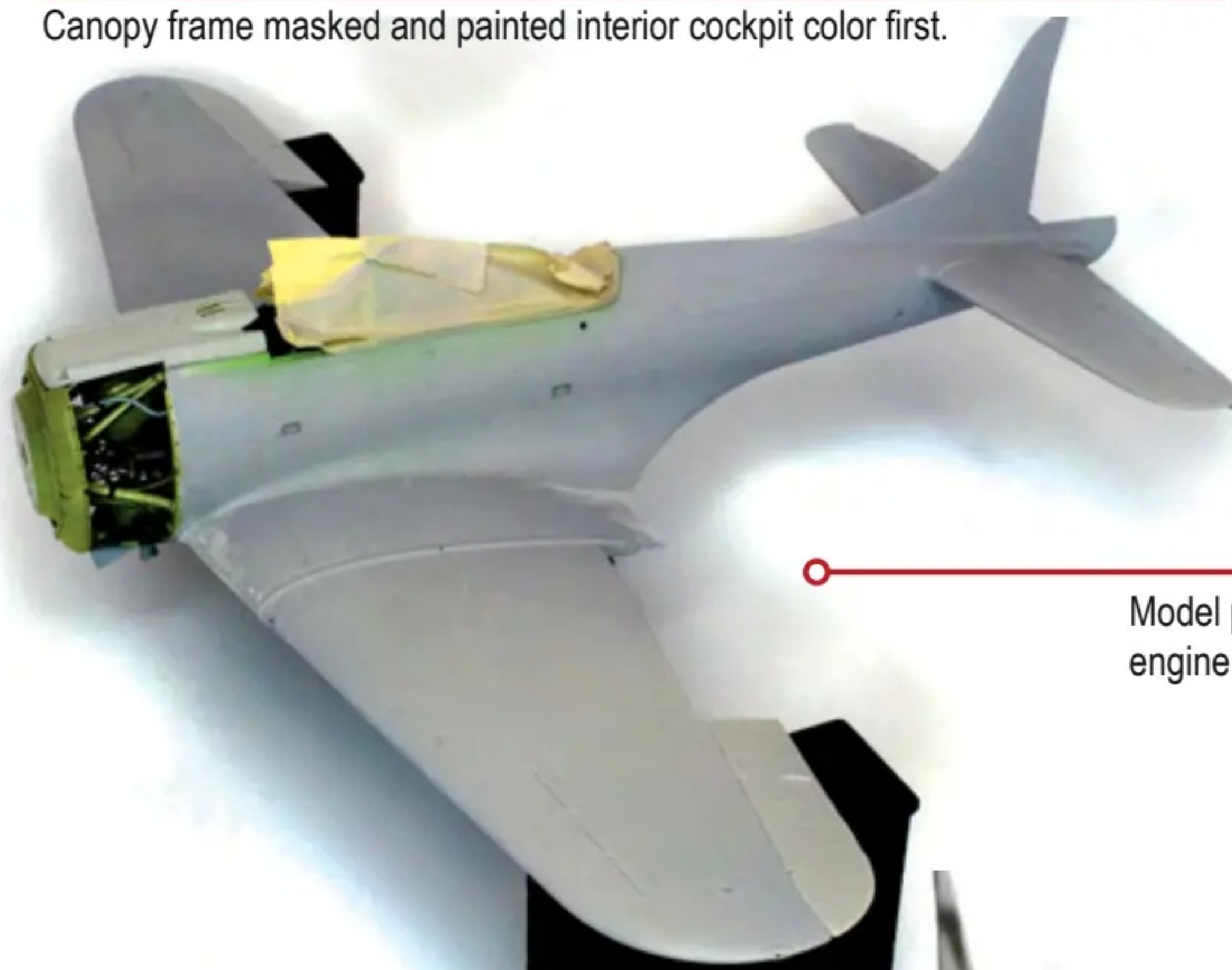
The model should be polished with a dry 4000 grit polishing cloth between each layer of paint and lacquer clear coat. ►



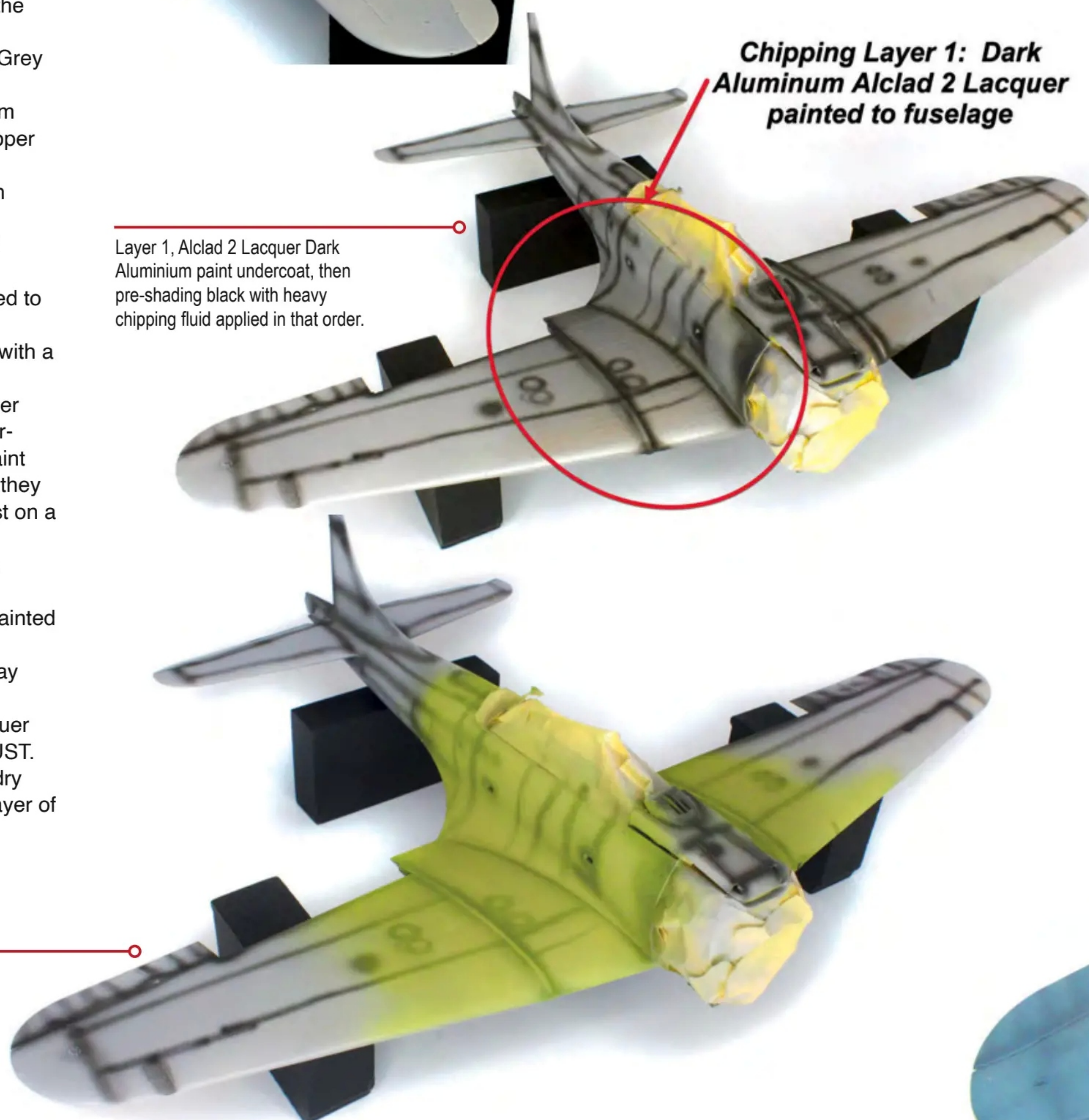
Canopy frame masked and painted interior cockpit color first.



Paint sample boards with camouflage colours.



Model painted Primer Grey with engine mount frame attached.

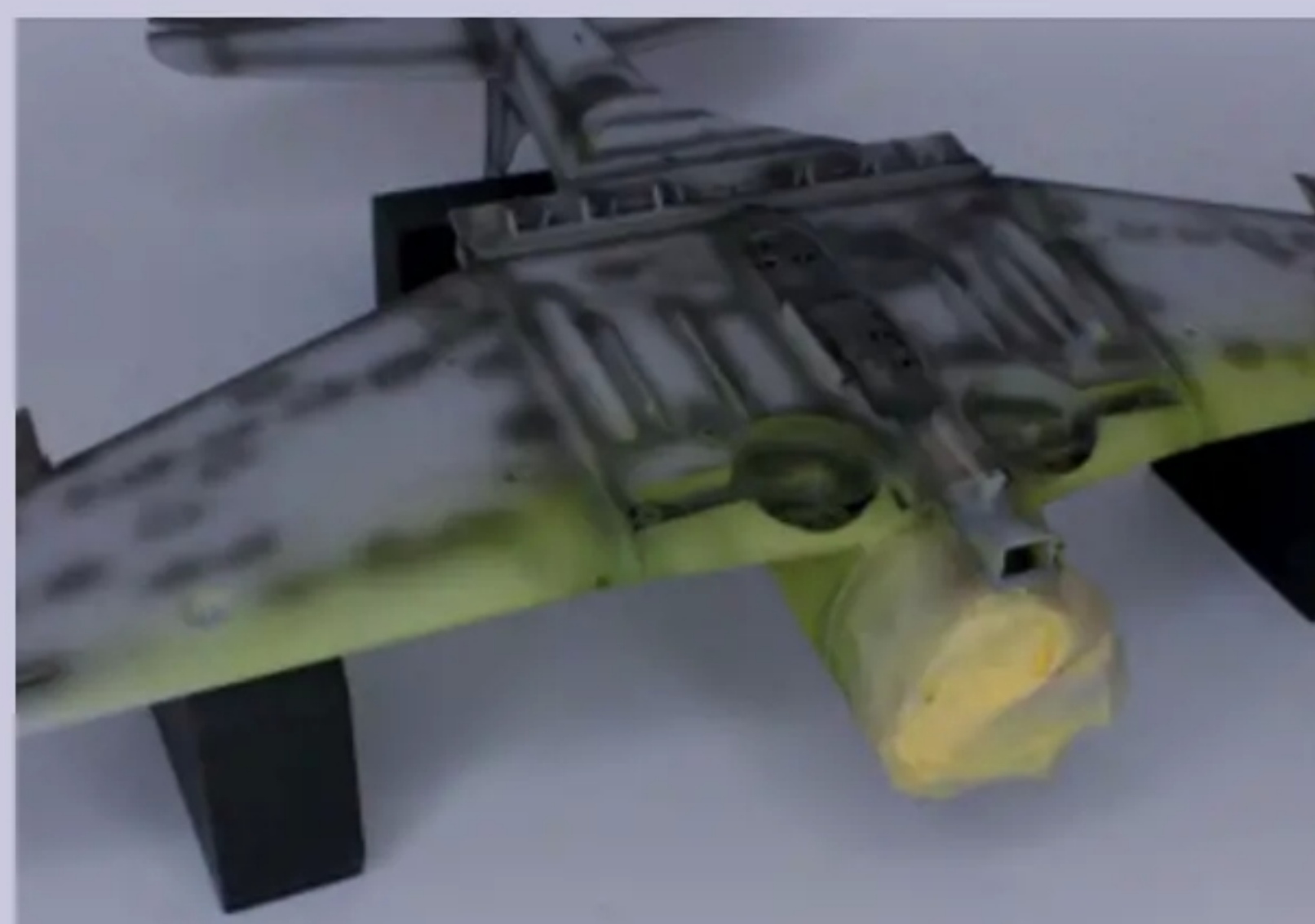


**Chipping Layer 1: Dark Aluminum Alclad 2 Lacquer painted to fuselage**

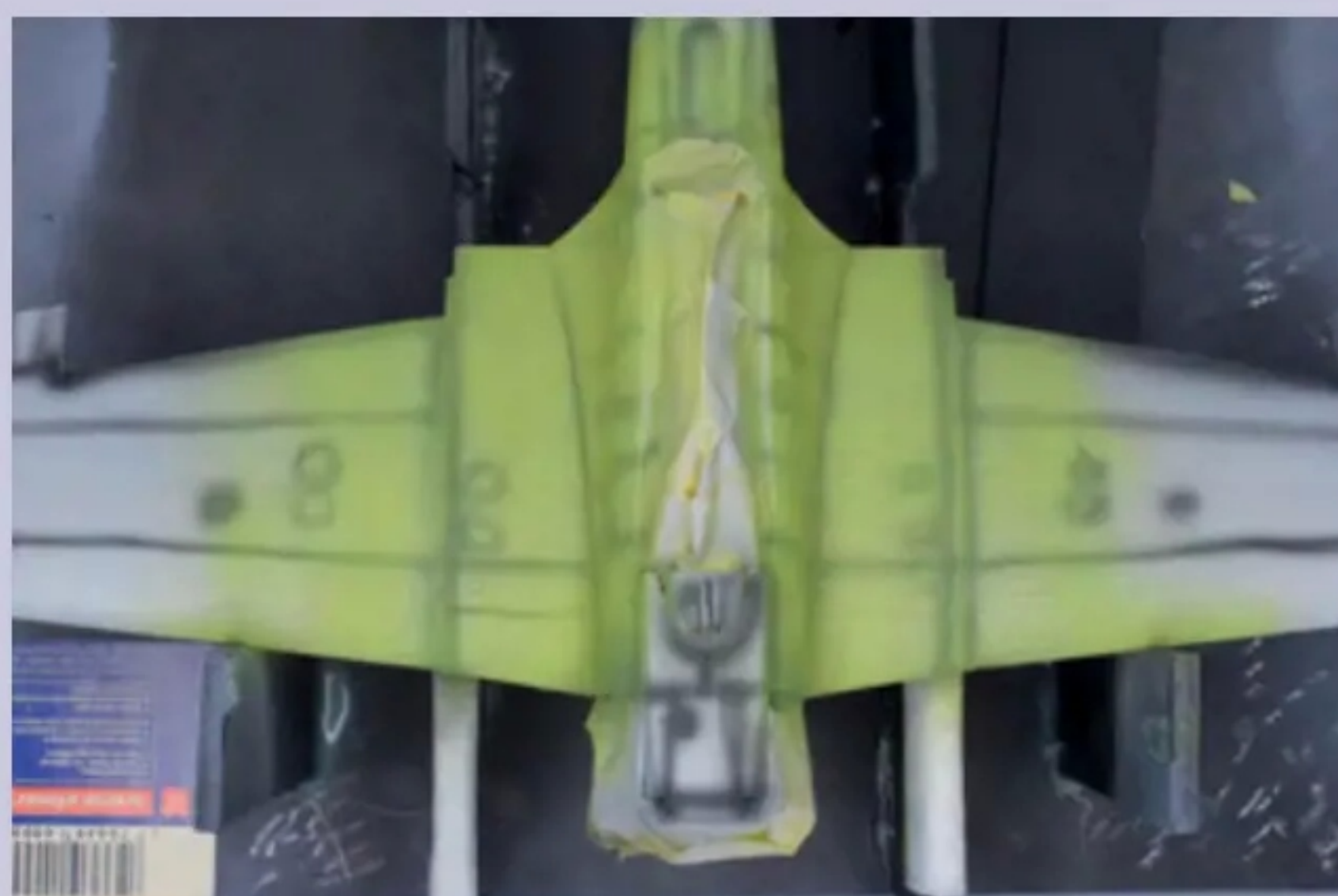
Layer 1, Alclad 2 Lacquer Dark Aluminium paint undercoat, then pre-shading black with heavy chipping fluid applied in that order.

Layer 2, Tamiya XF-4 yellow green undercoat painted on top of heavy chipping fluid.





Layer 1, Dark Aluminium and Layer 2 yellow chromate applied to areas on lower surfaces.



Chromate Yellow applied to targeted heavy wear areas on upper surfaces.



Yellow Chromate chipped away randomly to expose Dark Aluminium underneath. A small bristle paint brush with water was used to chip away an extensive amount of Tamiya XF-4 Yellow Green.



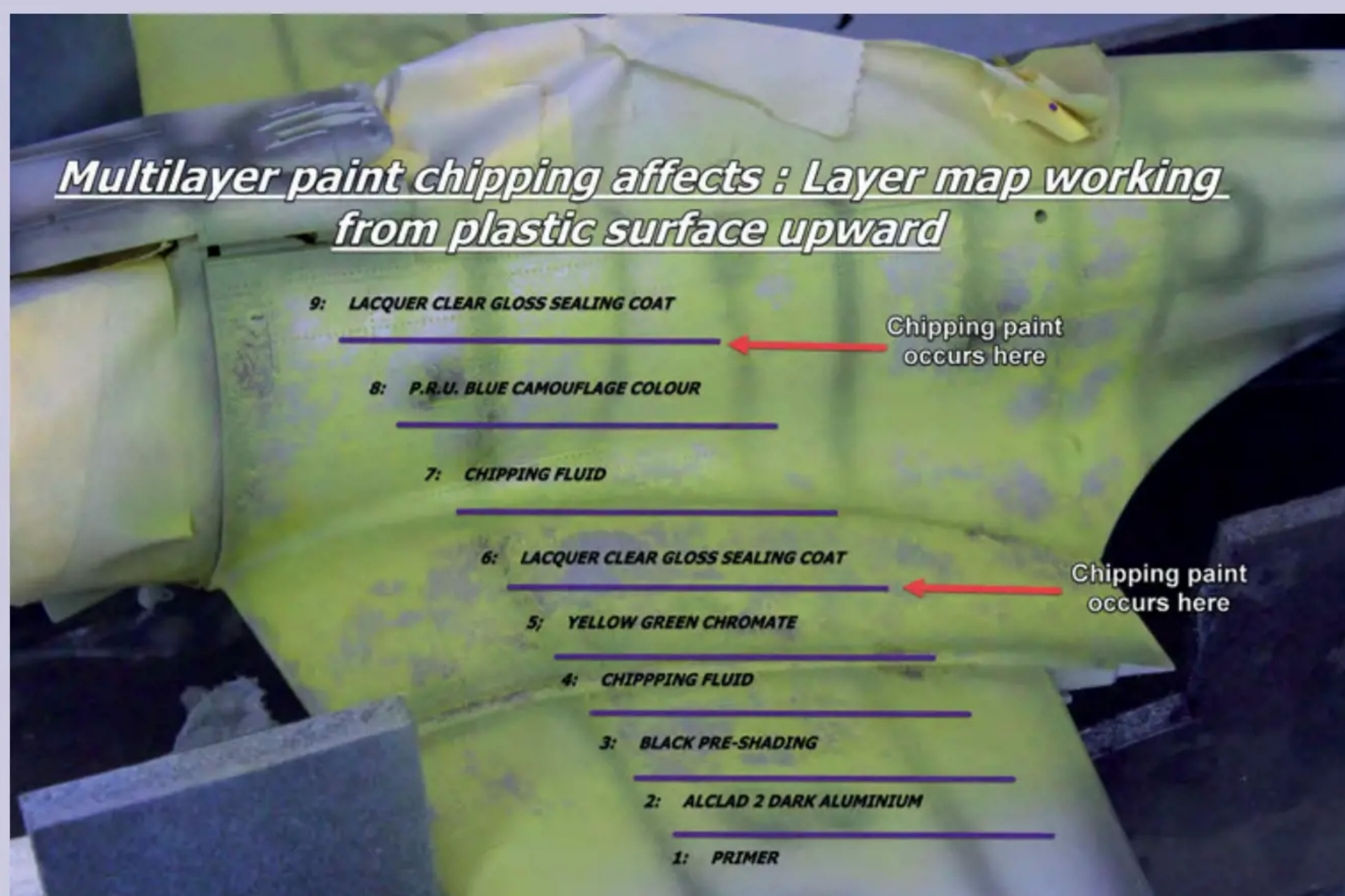
Polish yellow chromate layer with 4000 polishing cloth prior to sealing with Lacquer clear coat

Polish surfaces with 4000 grit polishing cloth between each layer of paint and sealing lacquer gloss coat.

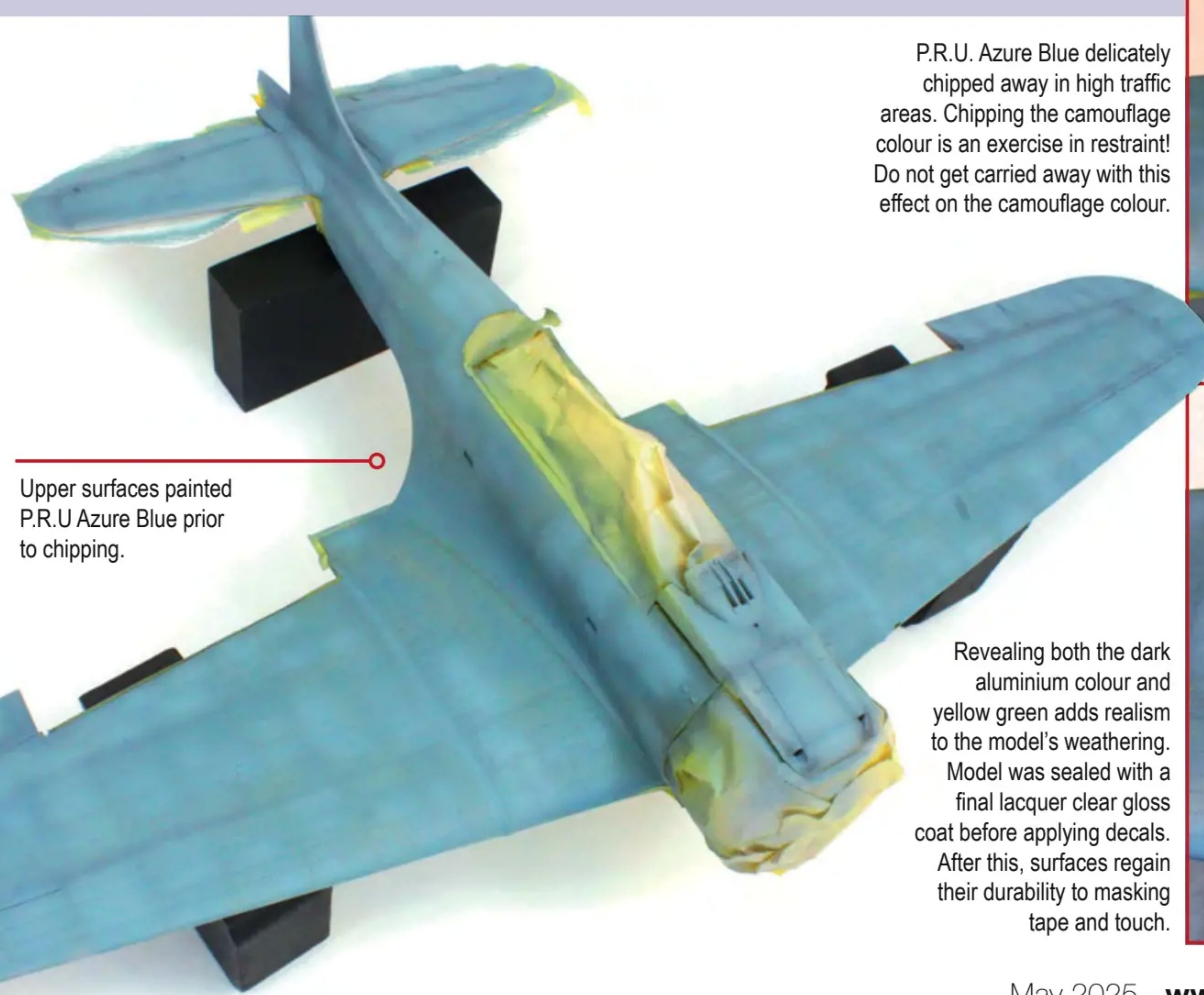


Lacquer clear gloss used to seal yellow chromate layer

Testors Glosscote Lacquer seals the waterbased yellow green and chipping fluid. Polish surfaces again with 4000 grit polishing cloth following lacquer gloss sealing coat.



Upper surfaces have 9 different layers listed here to complete multilayer paint chipping effect. Layers are listed in order, painted from plastic surface upward. This shows process between Steps 7 and 8! Yellow Green has been chipped away, sealed with lacquer clear coat.



Upper surfaces painted P.R.U Azure Blue prior to chipping.

P.R.U. Azure Blue delicately chipped away in high traffic areas. Chipping the camouflage colour is an exercise in restraint! Do not get carried away with this effect on the camouflage colour.



Dark Aluminium and Chromate Yellow exposed randomly with 2-layer chipping technique



Revealing both the dark aluminium colour and yellow green adds realism to the model's weathering. Model was sealed with a final lacquer clear gloss coat before applying decals. After this, surfaces regain their durability to masking tape and touch.



# FEATURE ARTICLE

Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244



Underside painted with Mr. Hobby H-338 Light Grey and readied for decals.



First reveal of camouflage paint scheme with crew walkways masked and painted.

## CAMOUFLAGE PAINTING AND MARKINGS

One of the first steps I complete at the start of any modeling project is choose paint colors, mix ratios and decide decals to be used. This works out very well and gets me through the anxiousness of wanting to get to paint phase of any project. Painting and finishing processes are my favorite part of any model. To me, that is where the magic happens, but the last thing any modeler wants is to rush to paint a beautifully constructed model without having thought out the painting methods and colors and messing things up.

## EXTERIOR PAINTING

Colours used on the top surfaces are Vallejo Acrylic Paints –UK Azure P.R.U. Blue 71.109. The bottom surfaces were painted Mr. Hobby Model Acrylic Paints- H-338 Light Grey- FS36495 US Navy.

I experimented with the weathering, adding an airbrushed dust coat in addition to panel fading for this SBD. Specifically, introducing some very faint orange colour to the sun exposed upper surfaces. These aircraft were susceptible to the effects of the South Pacific sun and environment. I tested several highly

thinned White/Grey and Rust Orange mixtures on an old model and determined which visually looks best and employed it on this SBD.

## PAINTING WHEELS

I am an experienced Industrial Designer and sketch artist. I employ illustration drawing techniques to my models and the wheels are a prime example of this. I paint my models just as I would draw it on a sketch pad. Using shadows, highlights and reflected light to increase the visual impact of the model.

I sketched a grey scale study to illustrate



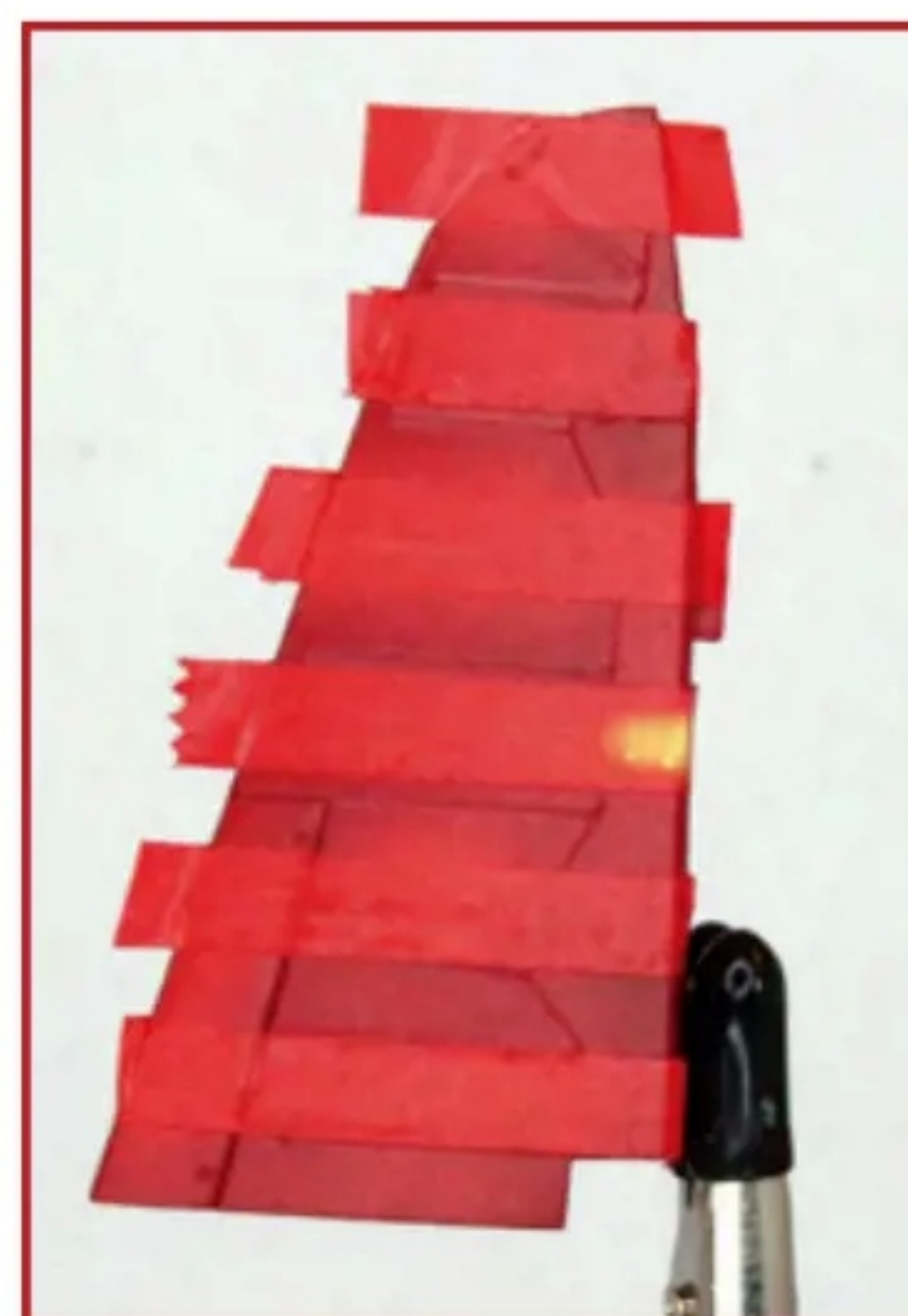
Pre-shading of rudder panel.



White base colour painted on rudder.



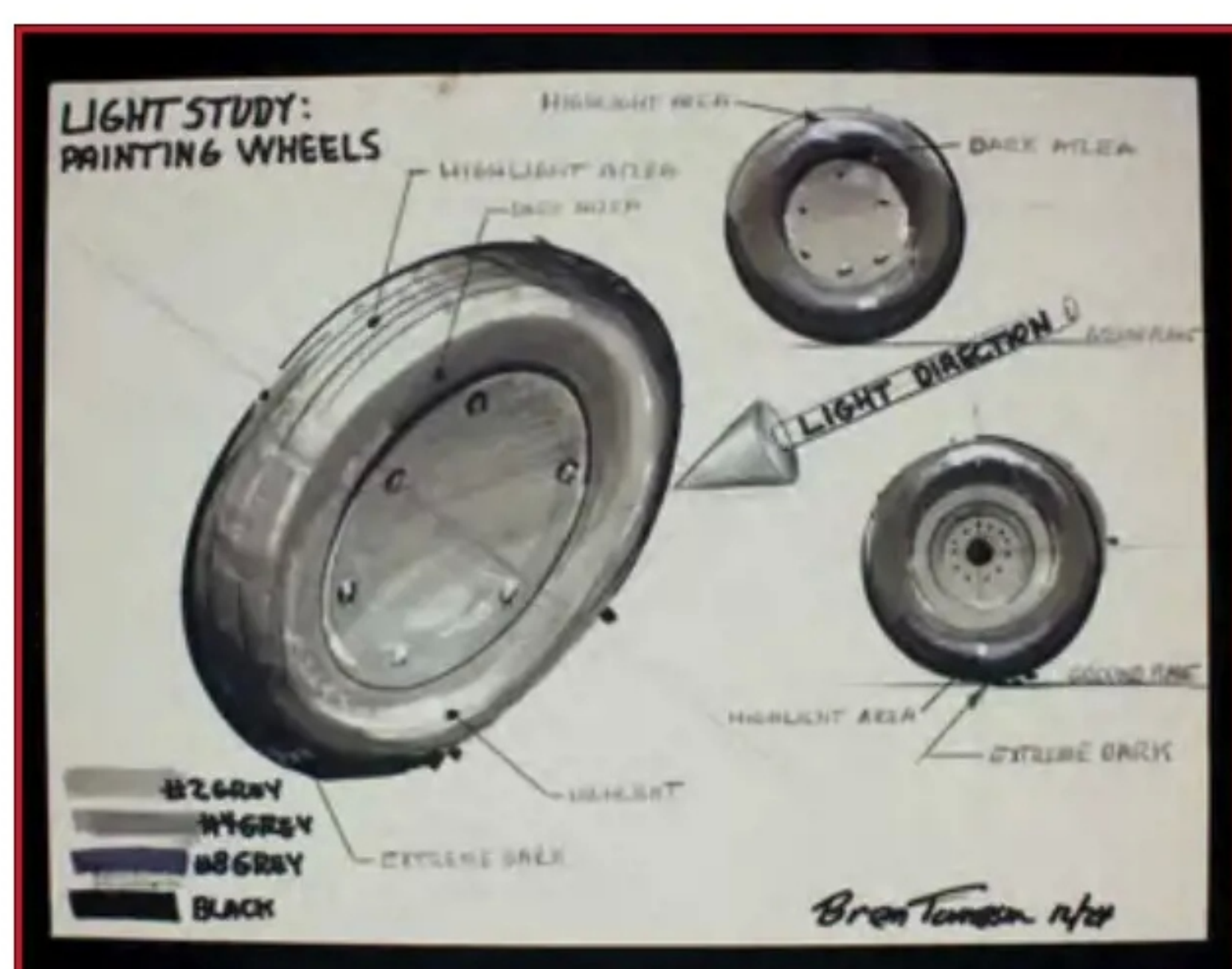
Masked stripes. Dimensions of stripes were taken from decal provided with kit.



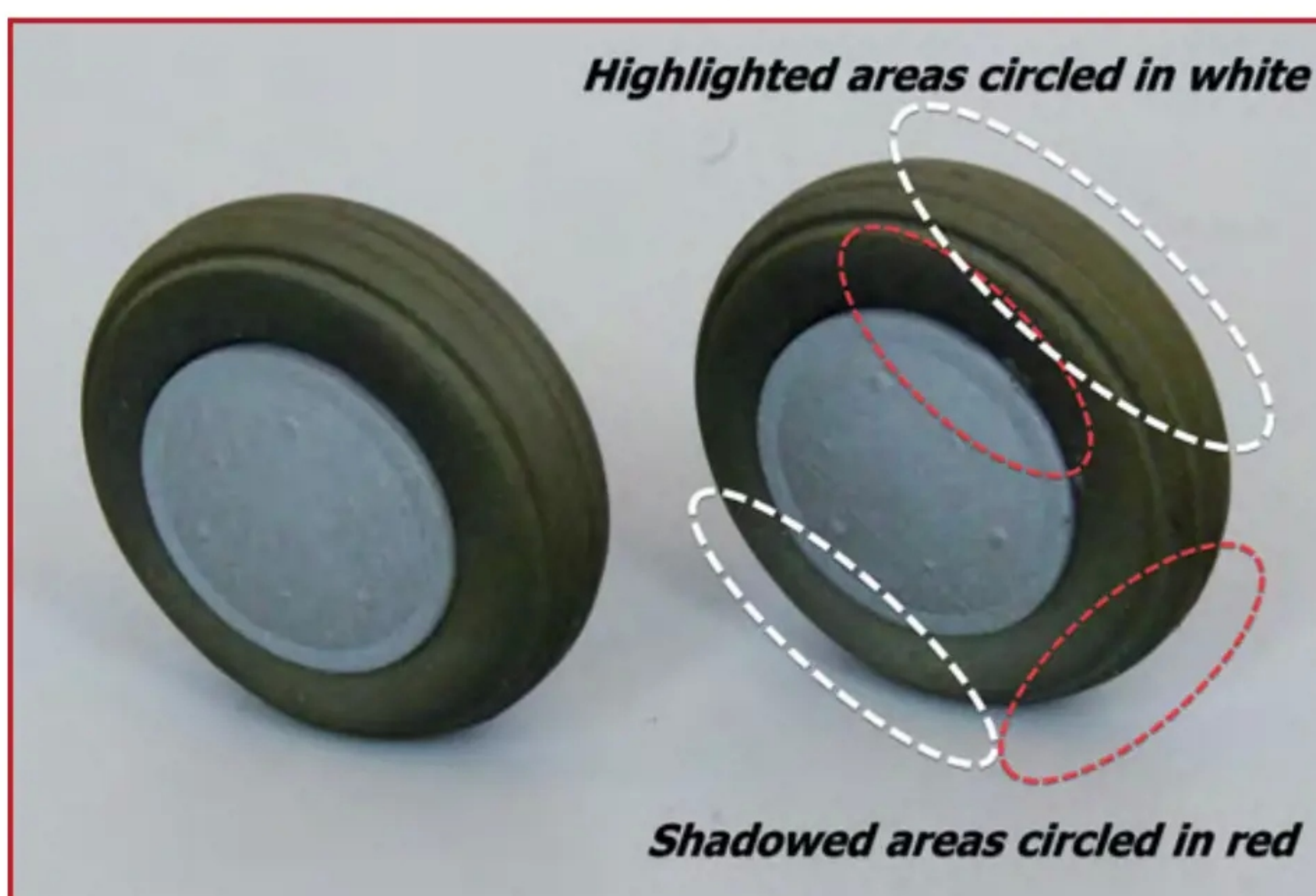
Although kit decals for tail stripes are good, I prefer to paint stripes as pre-shading underneath provides a subtle weathering effect, especially with white paint.



Tail feathers (red stripes) painting complete.



Grey scale study: Sketch shows how wheels are painted. Shadowed areas are dark values of grey and black with highlighted areas in lighter values. SBD wheels will be painted with shadows and highlights just as this sketch illustrates.

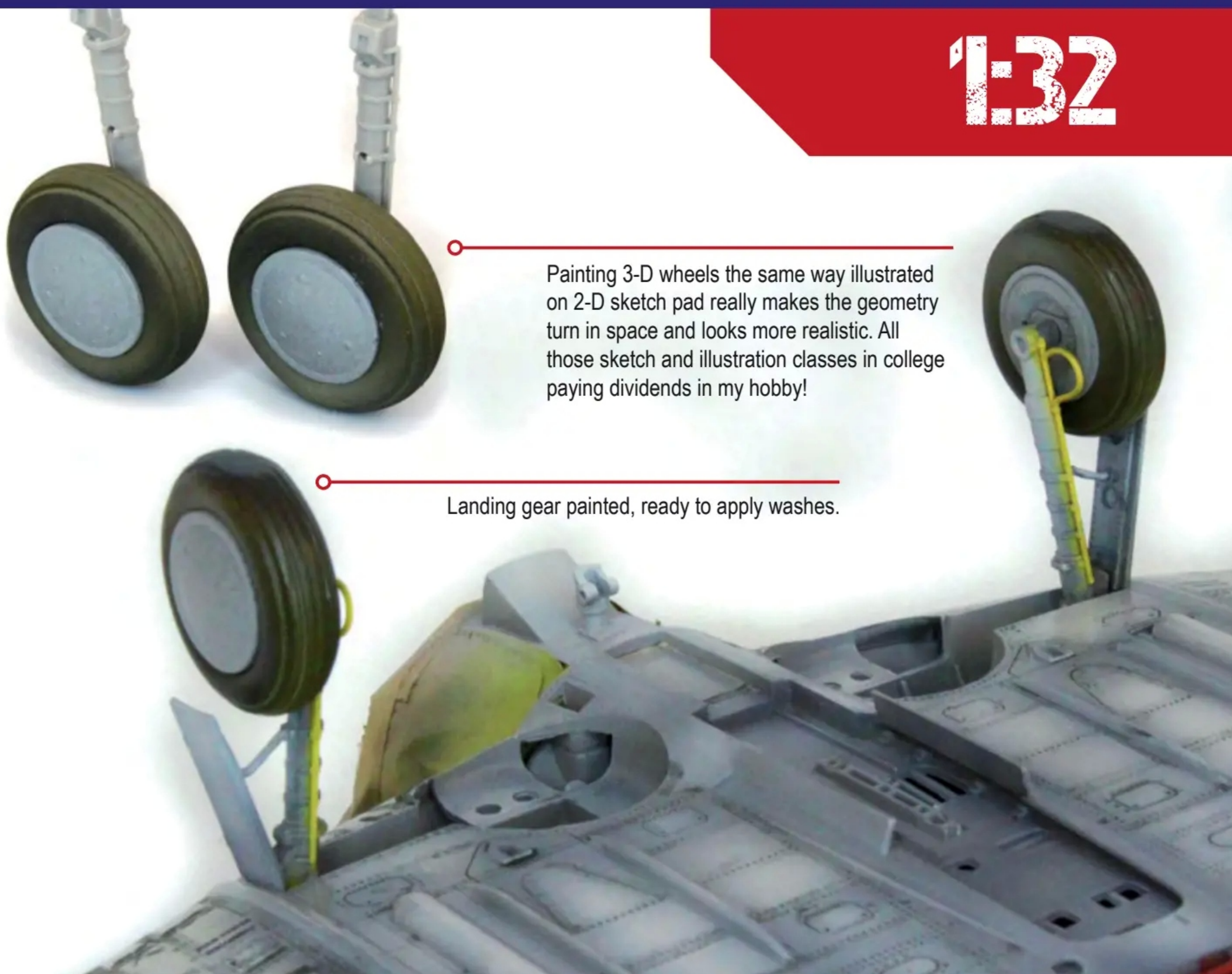


Wheels intentionally painted with deep shadows and highlights using four different colours, black, red-brown, beige and white/grey. Firstly, shadow areas painted black, then progressively lighter shades using the red-brown, beige and white/grey painted towards the highlighted areas. I paint just as I sketch, painting the 3-D wheels just as I would illustrate them on a 2-D sketch pad. The more dramatic the shading, the more visual impact the model will have! For every highlight, there is a shadow.





Colours used to paint wheels. Even in this view, wheels rendered with highlights and shadowing effects can clearly be seen.



Painting 3-D wheels the same way illustrated on 2-D sketch pad really makes the geometry turn in space and looks more realistic. All those sketch and illustration classes in college paying dividends in my hobby!

Landing gear painted, ready to apply washes.

how and why I paint wheels the way I do. For each shadow, there is a highlight, and in between, the opportunity to introduce different colours of reflected light. Subtle, but this is where I am able to differentiate my work from other model builders.

### CANOPY

Canopy masks were Eduard JX074 for SBD-4/5 Trumpeter kit. The dimensional fit and shapes are exact to the molded plastic parts.

### DECALS

Kit decal sheet provides markings for four different aircraft. Two SBD-3s of the USS Lexington May 1942, an SBD-4 from the USS Independence 1943 and a US Army A-24A. Also included is a decal sheet of airframe stencils.

### WEATHERING

The SBD experienced heavy exposure to the elements during the early-war period. As the

carrier fleet battled in the first half of 1942, the SBD's exposure to the environment was heavy and it showed! The aircraft went from the polished "yellow wings" high visibility era, circa 1940, through the "tail feathers" era of 1941 and ending up at the low-viz blue and grey paint scheme used mid-1942. In this early phase through June 1942, the SBD showed every bit of wear from continuous work. Faded and worn paint, dinged panels, grease and grime all over the airframe were common place. ►

Decaled and ready for weathering.





# FEATURE ARTICLE

## Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244

◀ A combination of colours were used to simulate the weathered effects. Post shading painting techniques used light grey, and lighter shades of azure blue and subtle shades of orange.

Multi-layer chipping affects were applied to the upper surfaces, especially to walkways and maintenance areas.

Weathering on my model consisted of panel line washes, oil paint, streaking of grime, dirt and rain marks. Each layer of elements was preserved with a layer of aqueous gloss coat. I always want my models to appear realistic, but I also want to add some interest to draw a viewer back for a 2nd and 3rd look. A boring looking model is easy to build, to add interest, I intentionally interject multiple colours with highlighting and weathering. Yes, I want to be accurate for the aircraft, but I intentionally push these visual elements. That is part of the learning and enjoyment of the hobby. I also introduced blue, greenish/brown and a red/brown to the bottom of the fuselage and orange to the upper surfaces to help add interest. The more colours the better. Concepts not new to master modelers, but my own spin on them. Layering the different colours accomplishes two things, firstly, it preserves your work to that point and secondly the transparent layers create an actual thickness. This technique of applying thin transparent layers is the same developed by the Renaissance masters using oil paints. I am using the same techniques, but just on a 1:32 scale model. The technique pays visual dividends as I am rendering the surface of a 3-dimensional model the same way as I would a 2-dimensional illustration. Overall, there are 7-9 different transparent layers of paint, highlighting colours, decals, weathering and streaking on this SBD-3 model. ▶



Lower surface prior to washes.



Washes applied to lower surfaces. The Dark Sea Blue wash applied to the grey and blue surfaces and the black applied to the deep seams around ailerons.



Weathering colours applied to upper surfaces.

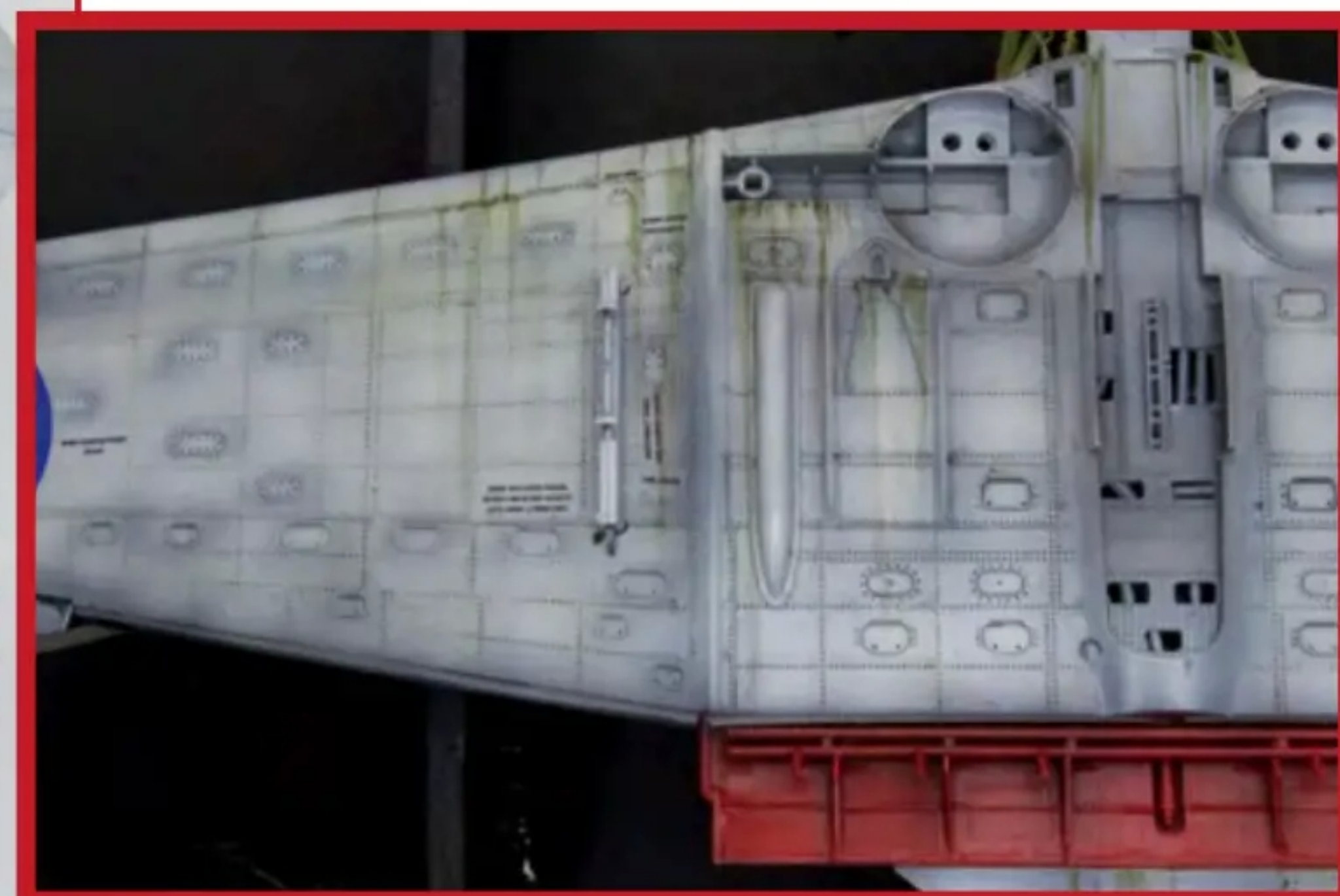


Subtle streaking of dirt and grime on upper wing.





Lower surfaces weathered with panel line and streaking grime. Washes used are in this for reference.



First workbench of completed SBD-3





# FEATURE ARTICLE

Trumpeter 1:32 SBD-3 Dauntless. • Kit No. 02244

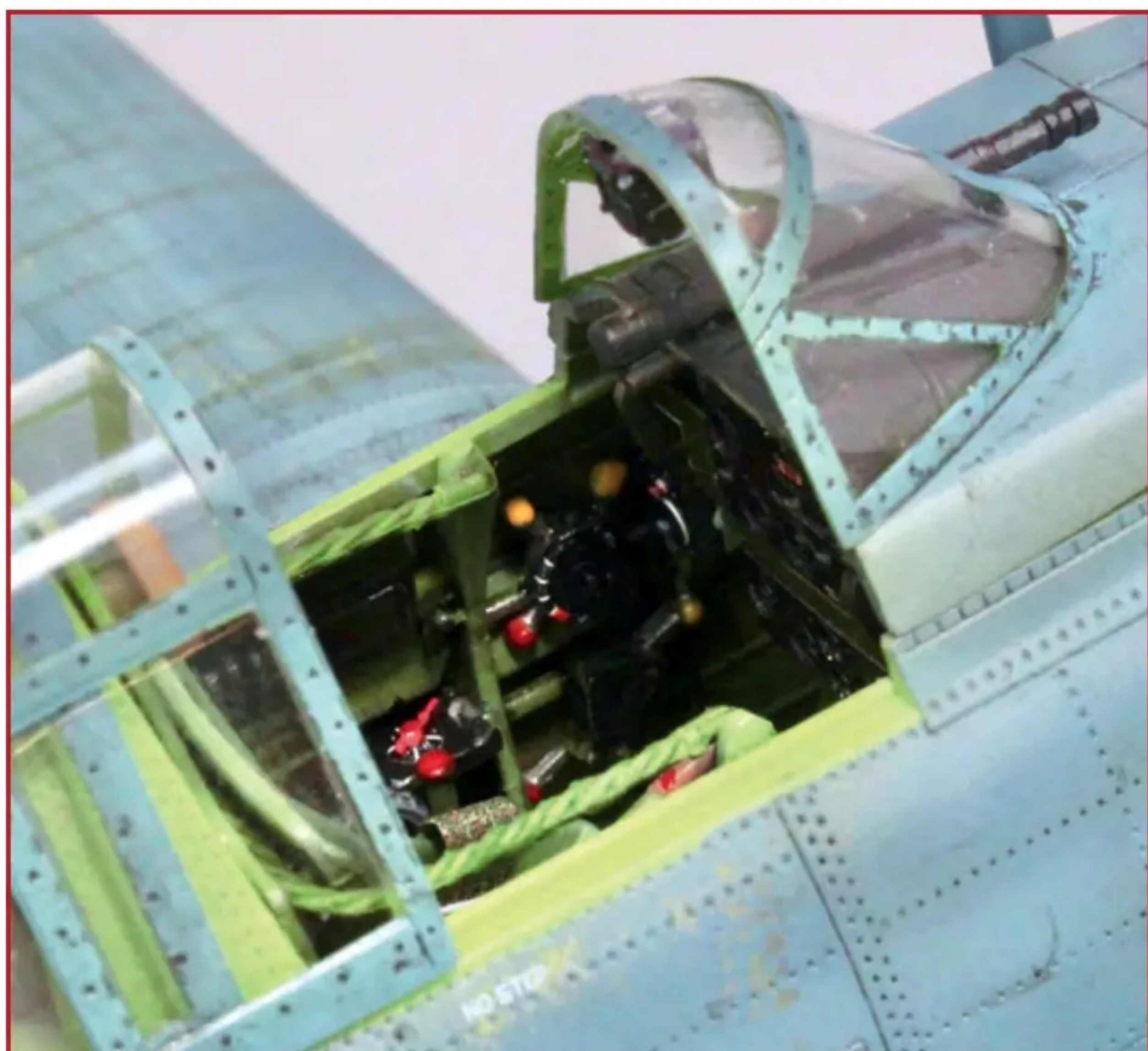


## ◀ CONCLUSION

This SBD-3 Dauntless is a great build out of the box or adding small after-market cockpit details and opening the engine compartment as I did. It's a kit with good detail, but very manageable to add high detail accessories. This is another quality large scale Trumpeter kit. The advances in CAD plastics engineering and rapid prototyping have impacted our hobby and the details that went into this kit, makes the experience worth every penny. ■







***"It's a kit with good detail, but very manageable to add high detail accessories..."***





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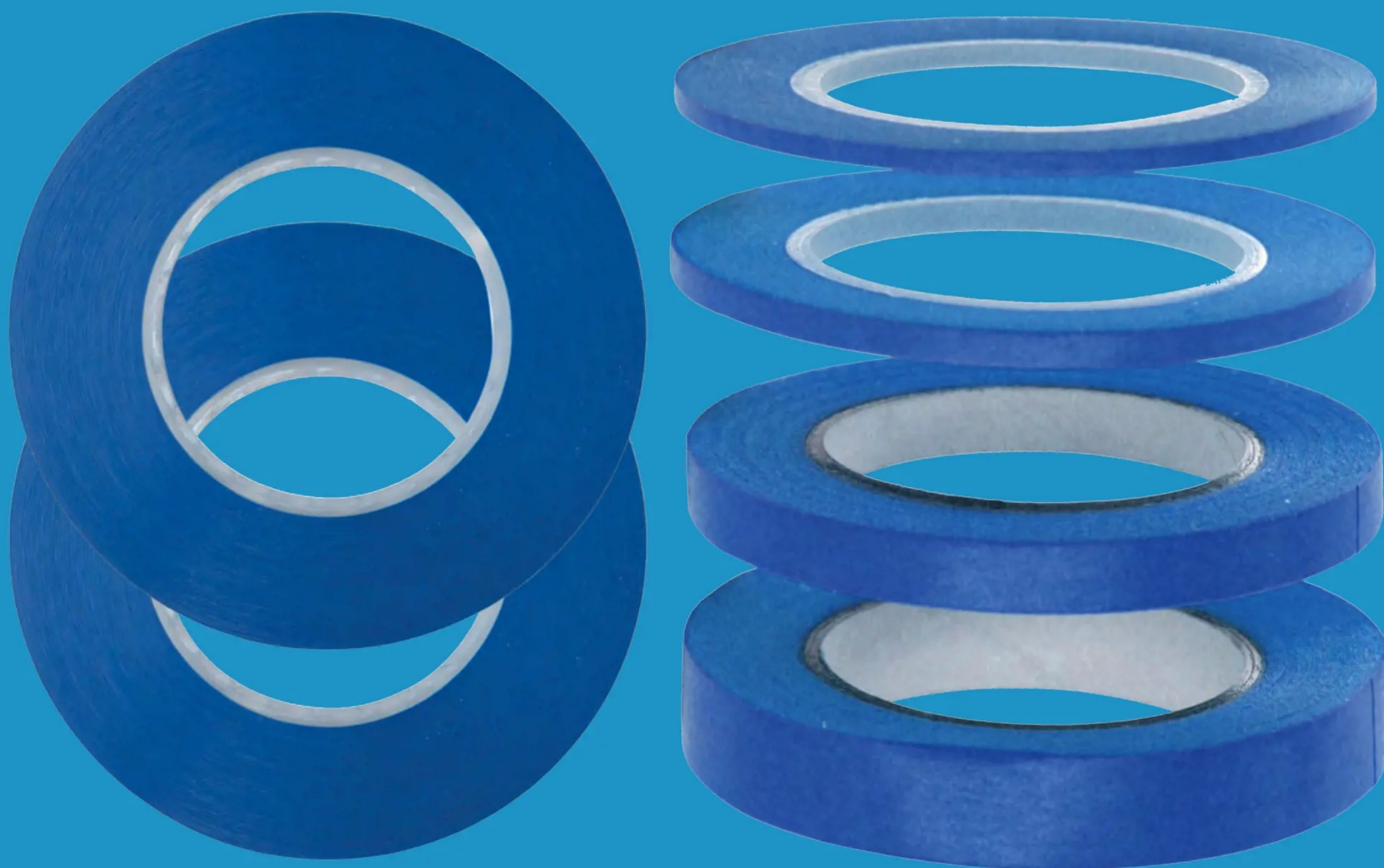
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## J IS FOR JOLLY



**Alireza Beigi** builds Academy's 1:72 USN F-4J Phantom II "VF-84 Jolly Rogers" straight from the box.

**T**he US Navy operated the F-4B extensively in Southeast Asia during the Vietnam War. As technology improved, the Navy ordered the F-4J Phantom II to replace the F-4B.

The F-4J featured improved radar and higher thrust J79 engines.

When the F-111B, Secretary of Defence McNamara's mandated replacement for the naval F-4, faltered in development, the Navy performed a life extension program on their fleet of Phantoms.

The F-4B received avionics upgrades and the resulting aircraft was designated F-4N, while the F-4J was not only given upgraded avionics, it was also retrofitted with a similar

flap-slat system as the later block USAF F-4Es. These updated F-4J Phantom II aircraft were designated the F-4S.

These upgraded Phantoms soldiered on until the F-111B replacement, the F-14A Tomcat, could enter fleet service in sufficient numbers.

### PIRATE PHANTOM

Perhaps the most famous post-war military jet, the F-4 Phantom has been a perennial favourite for modelers over the decades.

Academy's 1:72 scale F-4J Phantom II is the best rendition of this aircraft to market to date.

In the colours of the Jolly Rogers, it is arguably the most attractive too.

### IN THE BOX

Here is Academy's 1:72 scale F-4J Phantom II, the first of Academy's Phantoms in this scale.

The kit was released in 2016.

Similar to their 1:48 scale F-4B and F-4J releases, Academy moulded this kit in multicoloured plastic to offer the modeler the option of building without paint. The kit is moulded in white, grey and black plastic and presented on eight sprues plus one sprue of clear parts.

Surface detail is finely recessed with panel lines and rivets and no sign of mould flash. ■



# 1:72



## SPECIFICATION:

Academy 1:72 USN F-4J "VF-84 Jolly Rogers"  
Kit No. 12529

## ACCESSORIES USED:

- None

## TOOLS AND MATERIALS USED:

- Tamiya Extra Thin Liquid Cement
- Tamiya White putty
- Super Glue
- Trumpeter engraved panel line tool
- Tamiya Two-Part Epoxy Putty
- Sanding Sticks – Various Sizes and Grits
- Tamiya 18mm Masking Tape
- MR. SETTER
- MR. SOFTER
- OLFA AK-5

## PAINTS AND FINISHING PRODUCTS USED:

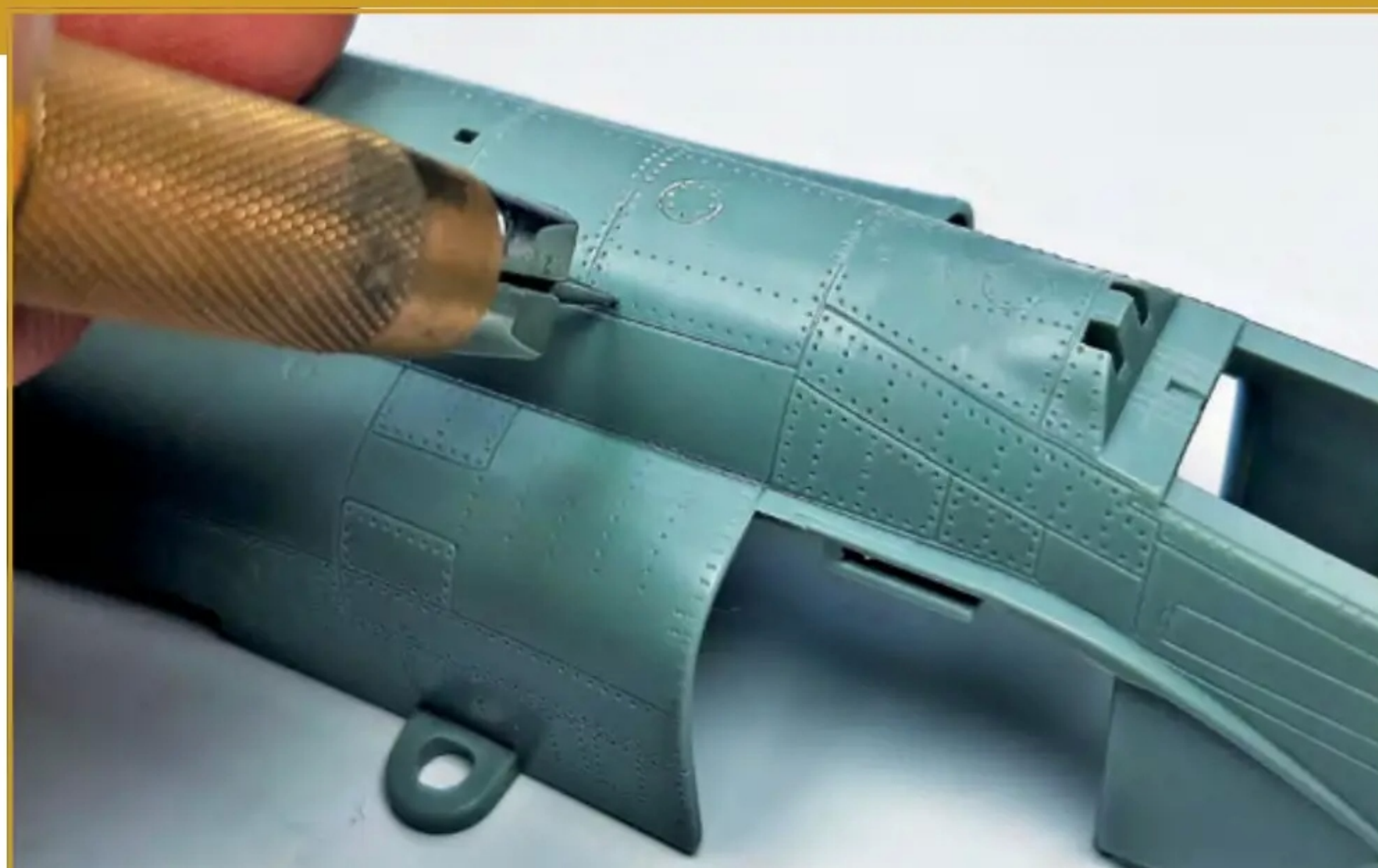
- MR FINISHING SURFACER 1500 BLACK
- AMMO MIG PLW deep grey
- AMMO MIG Enamel Odourless Thinner
- AK interactive Landing gear wash
- Hobby color H-12 Flat Black
- Hobby Color H-315 FS16440 Gray
- Hobby Color H-316 White FS 17875
- Tamiya X-22 Gloss varnish
- Vallejo 71001 white color

✓ Good fit; high level of detail.

✗ One-piece canopy is not a good idea in my opinion.

**RATING: 9/10**

## CONSTRUCTION



When I checked the panel lines and rivets, I decided to re-scribe them. I worked on the rivets first using my Olfa AK-5 Graphic Artist knife.



I improved the panel lines using Trumpeter's Panel Line Engraver tool.



# FEATURE ARTICLE



Next, I assembled and glued the external fuel tanks using Tamiya Extra Thin Cement.



After that, I filled seam lines and gaps using Tamiya White Putty.



The air intake parts may be seen here. Academy designed these intakes with a high level of detail.

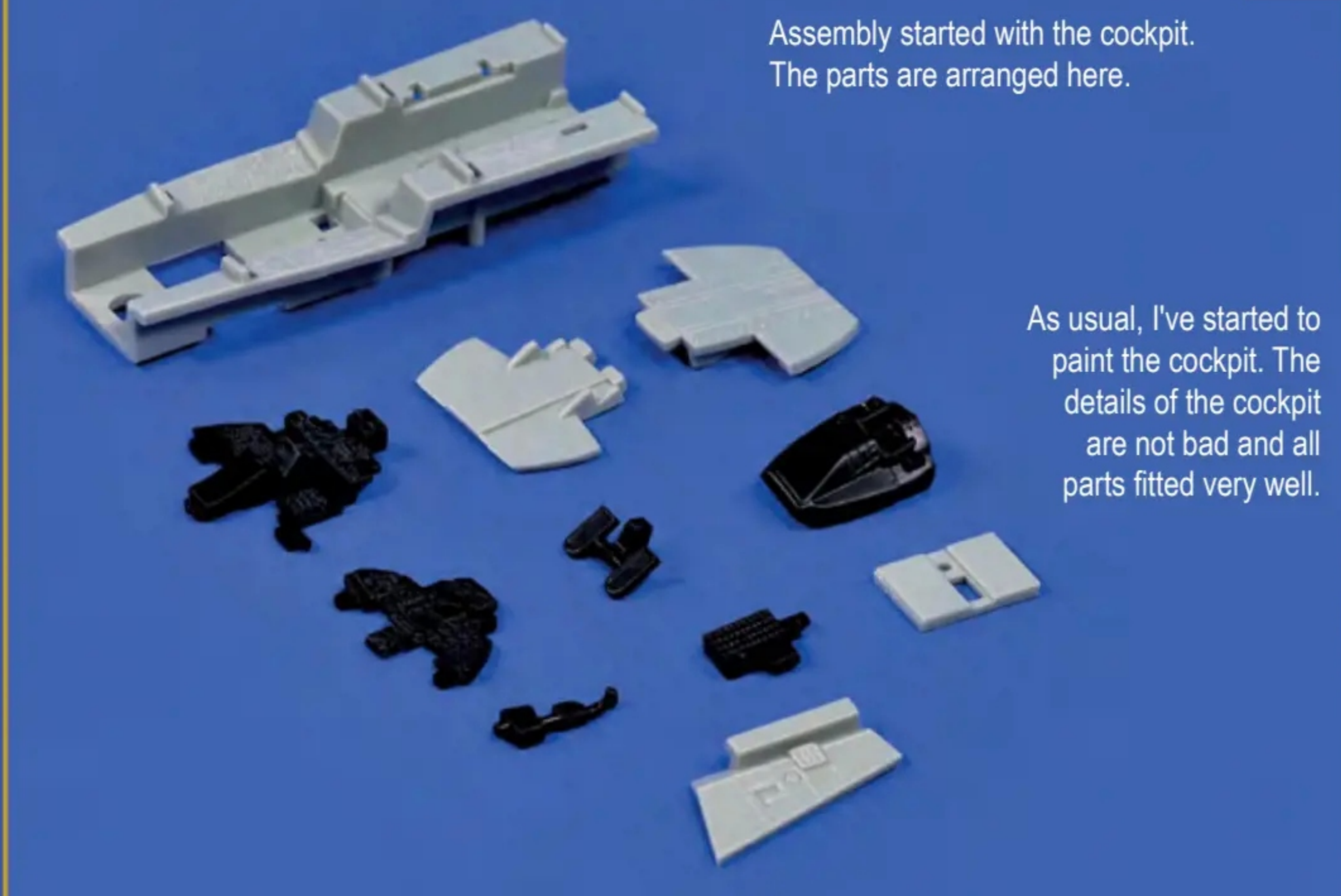


Where have I seen these one-piece fuselages before? I was suddenly reminded of the Tamiya Phantom. They look very similar. Perhaps Academy was inspired by Tamiya's engineering for this 1:72 scale model!

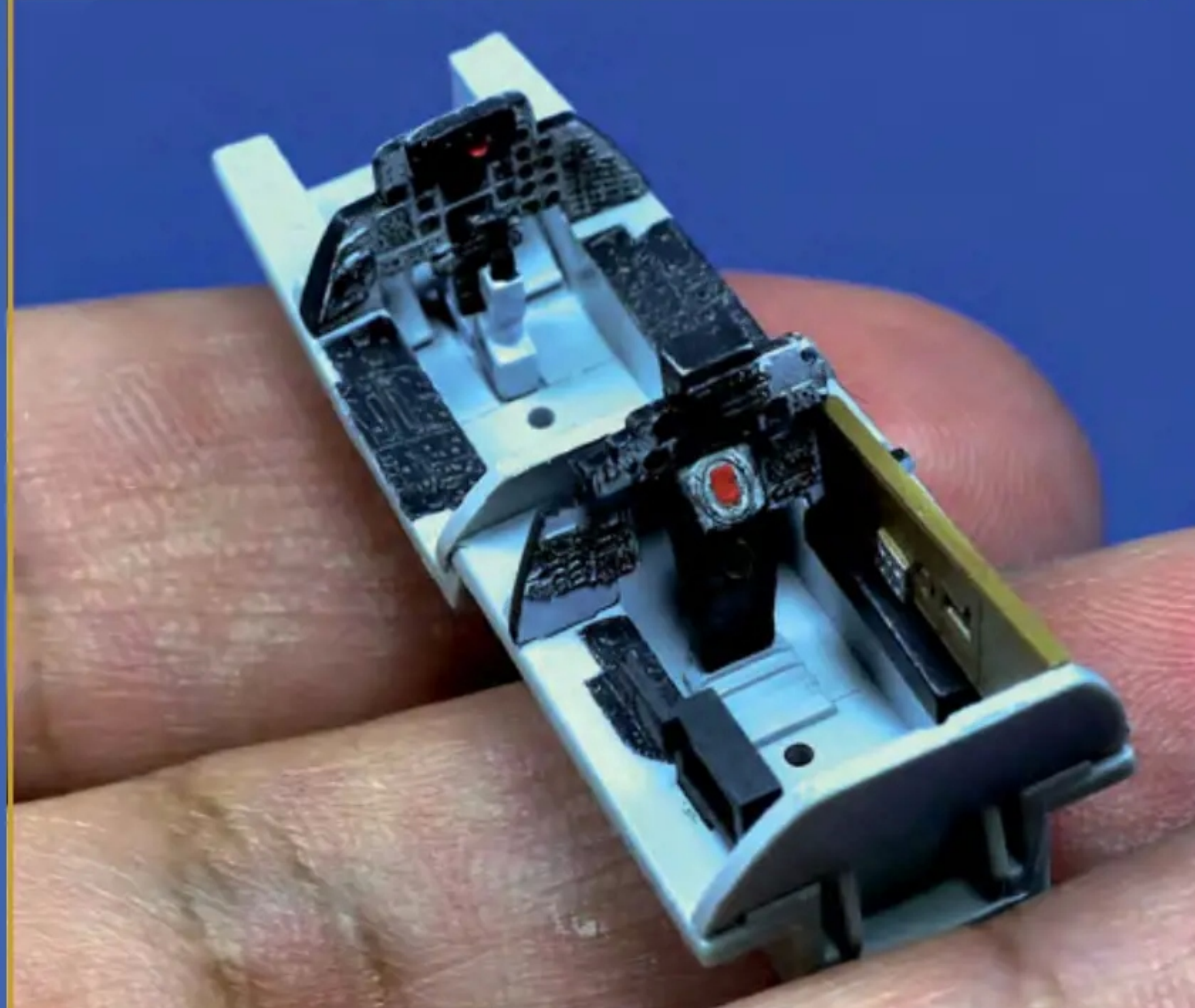
The landing gear and wheel bays were assembled and prepared for the next step.



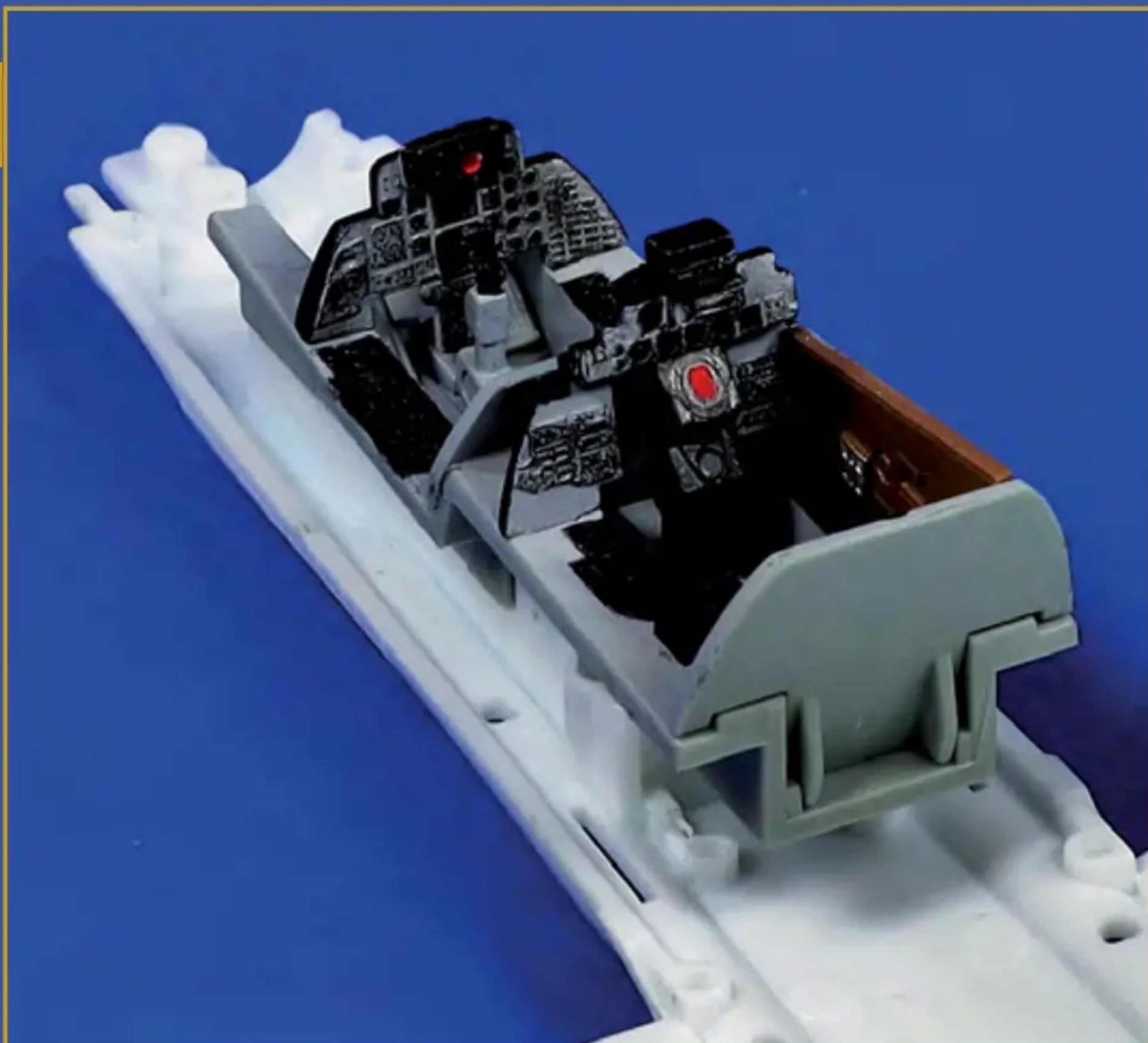
Assembly started with the cockpit. The parts are arranged here.



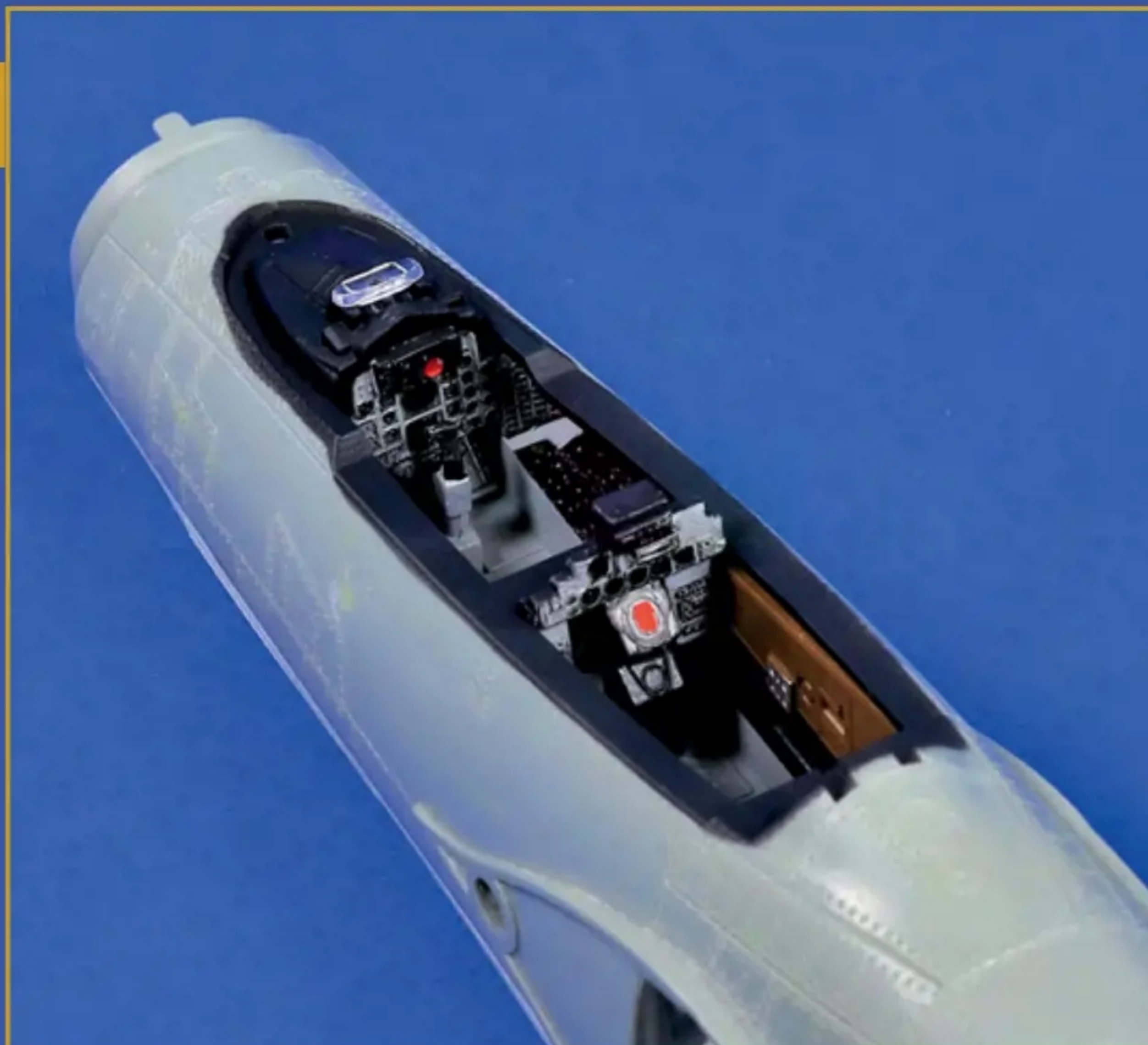
As usual, I've started to paint the cockpit. The details of the cockpit are not bad and all parts fitted very well.







I glued the cockpit in place using Tamiya Extra Thin Cement.



The cockpit fitted very well.



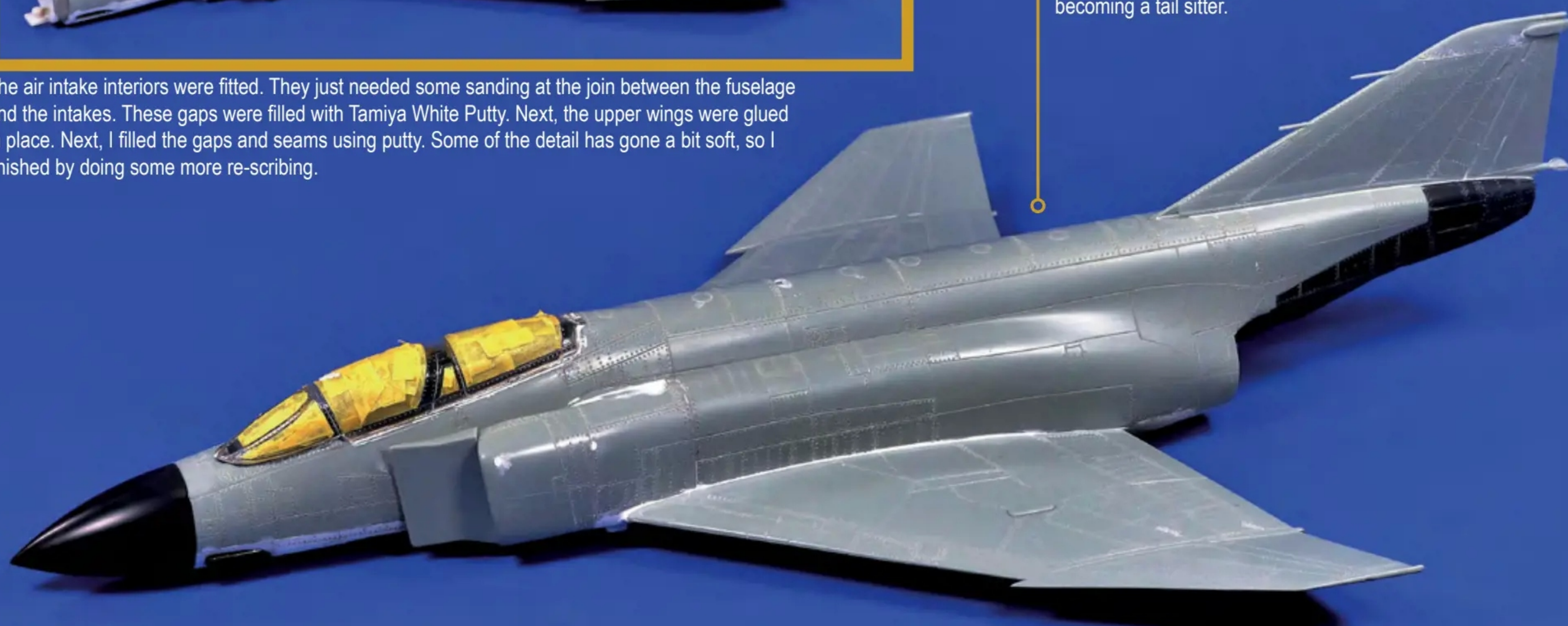
I did a quick test fit for the one-piece bare metal rear fuselage part. It fitted very well, so I glued it in place using Tamiya Extra Thin Cement.



Next, the large lower wing panel was glued in place. The fit was not bad, but some seam lines between joint parts required putty and sanding. Down the road, the one-piece canopy was glued to the fuselage and I masked the canopy using Tamiya Masking Tape.

The air intake interiors were fitted. They just needed some sanding at the join between the fuselage and the intakes. These gaps were filled with Tamiya White Putty. Next, the upper wings were glued in place. Next, I filled the gaps and seams using putty. Some of the detail has gone a bit soft, so I finished by doing some more re-scribing.

The nose and the tail have now been glued to the fuselage. I also added some weight to the nose to avoid the model becoming a tail sitter.





# FEATURE ARTICLE

## PAINTING



I cleaned the entire model with alcohol, then airbrushed Mr. Finishing Surfacers 1500 Black and let it dry for 24 hours.



After that, I highlighted each panel line using Vallejo 71001 White Colour.



The next step was to airbrush Hobby Colour H-315 to the model and let it dry completely for 24 hours.



I airbrushed Hobby Colour H-316 over the entire underside of the model.



Next, I airbrushed Tamiya Acrylic X-22 Gloss Varnish over the whole model and sealed the paint job. I let this dry for 24 hours.





The decals are printed very well and quality is really nice.



I always use Mr. Mark Setter and Mr. Mark Softer for my decaling. They are the best decal solutions in my opinion.



Next, I airbrushed Tamiya X-22 Gloss Varnish to seal and protect the decals.



I used Ammo MIG PLW Deep Grey for the panel lines of the model. After the washes dried, I moistened a tissue with a few drops of Ammo Mig Enamel Thinner and cleaned off the excess.



I highly recommend Ammo Mig products for your modelling projects.





# FEATURE ARTICLE

Academy 1:72 USN F-4J Phantom II "VF-84 Jolly Rogers" • Kit No. 12529



Next, I prepared the missiles and bombs.





All the parts are laid out here.  
There's only final assembly to go.





# FEATURE ARTICLE









Hasegawa 1:48 scale Messerschmitt Bf 109 G-6 'Juutilainen' With Figure Limited Edition • Kit No. 07494

## A ROMANIAN GUSTAV IN AMERICAN CLOTHING

PART TWO - PAINTING,  
DECALS AND WEATHERING





1:48

**SKILL LEVEL:**

BEGINNER / INTERMEDIATE

**SPECIFICATION:**

Hasegawa 1:48 scale Messerschmitt Bf 109 G-6  
 'Juutilainen' With Figure Limited Edition. Kit No. 07494

**ACCESSORIES USED:**

- Aires Item No. 4271 - Messerschmitt Bf 109 G-2 Cockpit
- Fusion Item No. 4804 - Bf 109 G Spinner and Propeller
- BarracudaCast Item No. BR48390 - Bf 109 G Wheels Plain Hub, Smooth Tyre
- Eduard SPACE Item No. 3DL 48092 - Bf 109 G-14/AS.
- Eduard MASK Item No. JX 504 - 1:32 Spinner Spirals F w190 A/F
- Decals: RB Productions Item No. RB-D#01 - Cpt. Av. (R) Constantin Bazu Cantacuzino

**MODEL MATERIALS USED:**

- Evergreen Scale Models Item No. 229 - .035" Rod
- Bare Metal Matte Aluminium
- E Z Line 100 feet (smoke coloured elastic line)
- Tamiya staple

**TOOLS AND MODELLING****PRODUCTS USED:**

- Tamiya Extra Thin Cement
- Revell Contacta Cement
- Gator's Grip Acrylic Glue
- Selley's Super Glue
- Tamiya Surfacer
- Zip Kicker (super glue accelerator)
- Tamiya Masking Tape Various Widths (Yellow Kabuki tape)
- Aizu 1.5mm Micron Masking Tape (Yellow Kabuki tape)
- Iwata HP C Plus airbrush

**PAINTS AND FINISHING PRODUCTS USED:**

- Tamiya (acrylic): X-18 Semi-Gloss Black; X-25 Clear Green; X-27 Clear Red; XF-1 Flat Black; XF-2 Flat White; XF-64 Red Brown.
- SMS Premium Lacquer Paints: Grey Primer; Super Clear; Flat Clear; White Primer; RLM 65 Hellblau; RLM 70 Schwarzgrun; RLM 71 Dunkelgrun; RLM 74 Dunkelgrau; RLM 75 Grauviolet; RLM 76 Lichtblau.
- Testors Non-Buffing Metalizer - Aluminium, Gunmetal.
- Mr Hobby Mr Color Leveling Thinner 400.
- Vallejo Model Color (acrylic): 70865 Oily Steel; 919 Foundation White; 70953 Flat Yellow; 70957 Flat Red.
- Vallejo Panzer Aces (acrylic): 301 Light Rust; 337 Highlight Ger. (Black)
- Tamiya Panel Line Access Colour (Dark Brown)
- Prismacolor Silver Pencil
- Tamiya Weathering Pastels Set A
- Future Floor Polish

✓ Crisp surface features including recessed panels and subtle raised textures where appropriate; useful options including poseable flaps and leading edge flaps.

✗ Some issues around the length of the forward fuselage and the shape of the spinner and propeller blades; a few sink marks in visible locations; sink holes in side of tail wheel; "Stick on" upper wing bulges.

**RATING: 7.5/10**

**Brett Green** finishes Hasegawa's venerable 1:48 scale Messerschmitt Bf 109 G-6 in some pretty wild improvised US markings



# FEATURE ARTICLE

Hasegawa 1:48 scale Messerschmitt Bf 109 G-6 'Juutilainen' With Figure Limited Edition • Kit No. 07494

Last time Brett built the model. In this instalment he paints and adds the garish US markings to Hasegawa's 1:48 scale Messerschmitt Bf 109 G-6.

## PAINTING

SMS lacquer paints were used almost exclusively for this project.

Before painting could commence, I masked the canopy with self-cut yellow Tamiya Kabuki tape. The wheel wells were sprayed RLM02 using Gunze Acrylics H70. The wells were then blanked off with Blu-Tack pushed into shape.

Painting got underway with Tamiya XF-63 German Grey sprayed over the masked canopy to represent the framing. This was followed by an overall coat of SMS lacquer's Surfacer Grey.

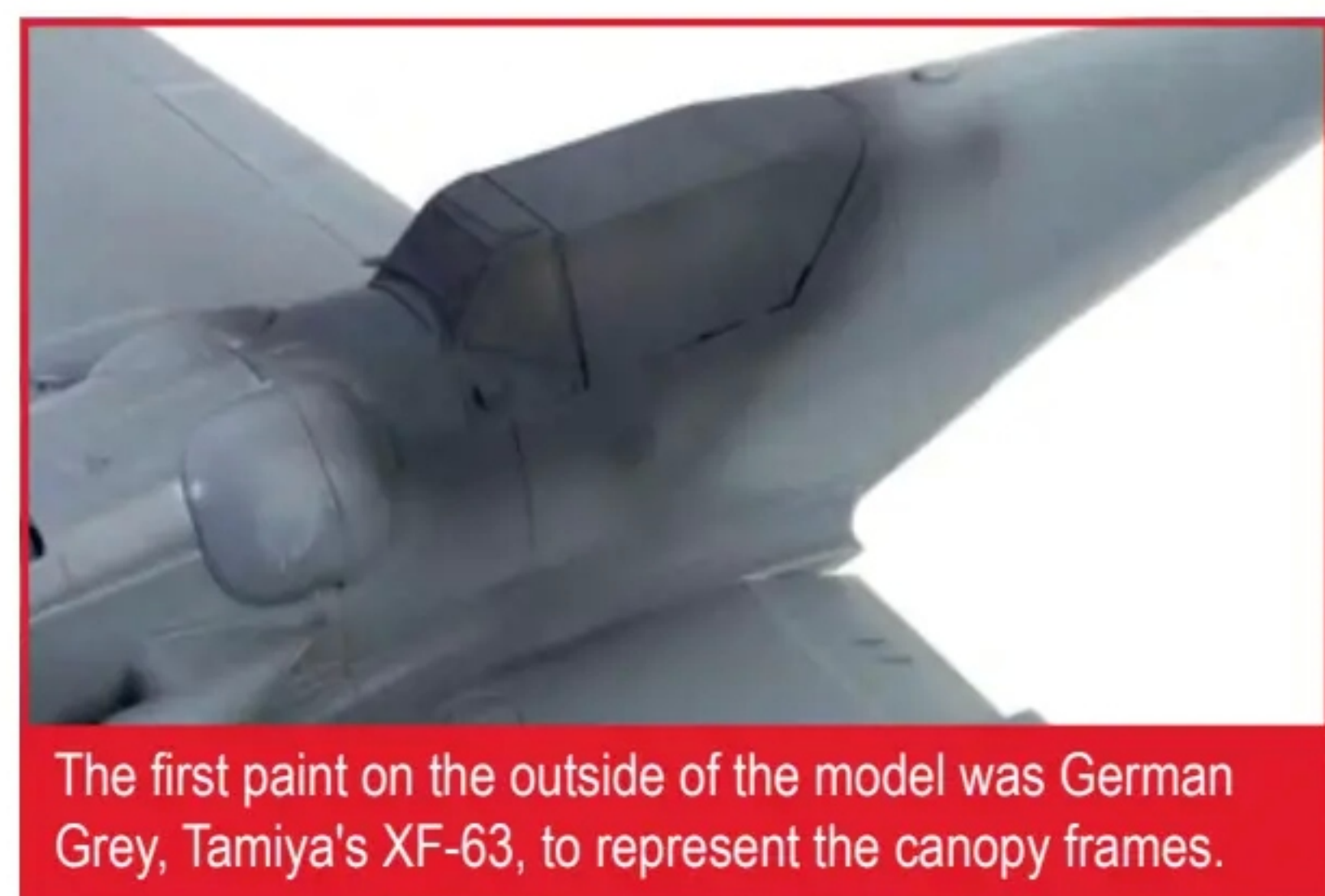
The primer was buffed with an old t-shirt for a nice smooth finish.

Lower surfaces were painted in SMS lacquer's RLM 76 Light Blue. This was followed by a number of different variations of light blue intended to depict the overpainting and weathering that could be seen in the wartime photos. A pale version of RLM76 was mixed and sprayed in streaks and also on the control surfaces.

The first upper surface colour was SMS lacquer's RLM 75 Grey Violet. This was followed by a further disruptive coat of SMS RLM 74 Grey Green.

Once again from what could be seen in the wartime photos, the top of the rudder and the rear fuselage band were oversprayed in an uneven dark green.

Next up, the upper surfaces of the wings were painted RLM75 Grey Violet before masking was applied. Good old fashioned Tamiya Yellow Kabuki Masking Tape was used for this job. ▶

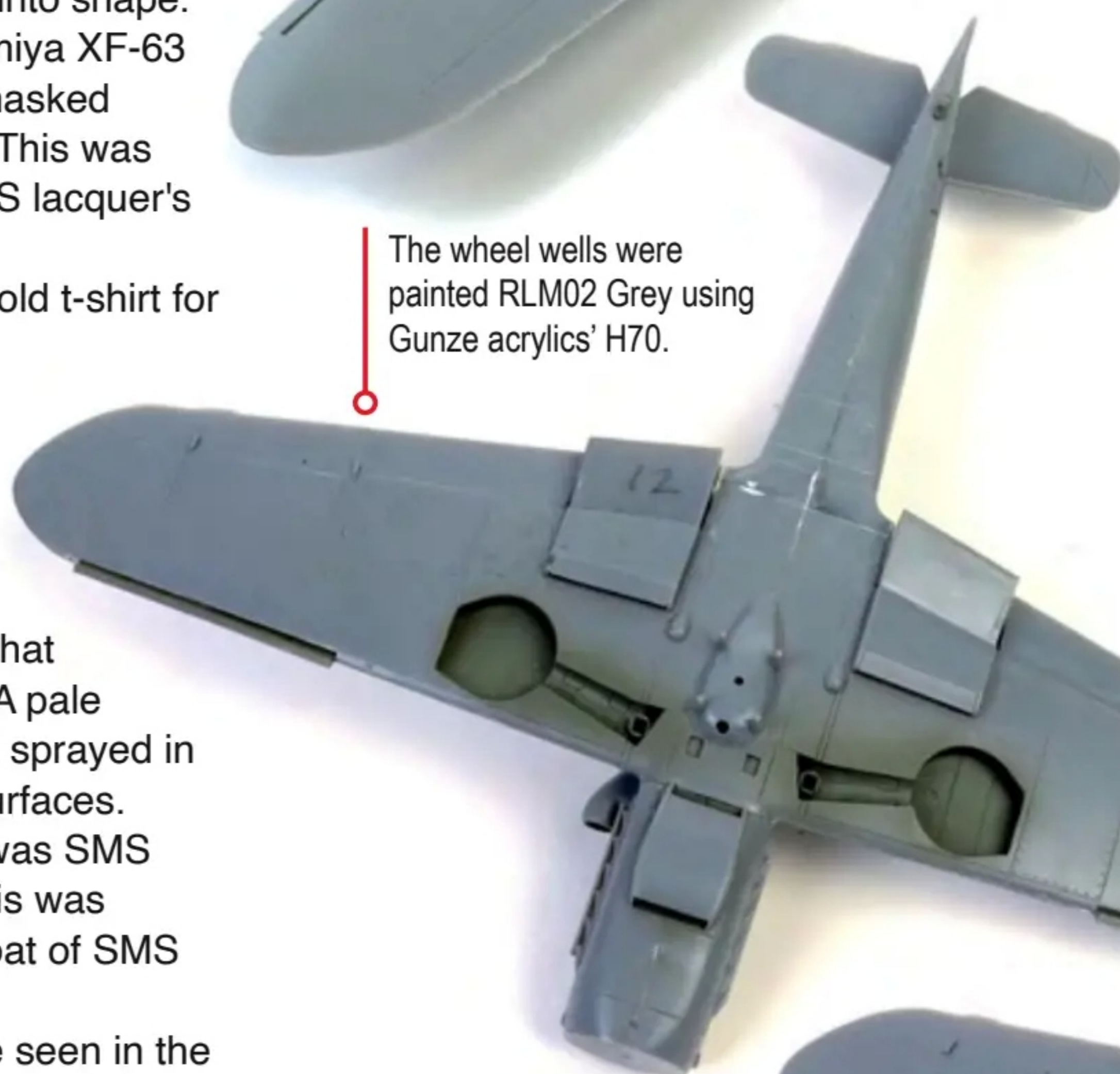


The first paint on the outside of the model was German Grey, Tamiya's XF-63, to represent the canopy frames.

The model was given an overall coat of SMS Lacquer's Surfacer Grey.



The unpainted model.



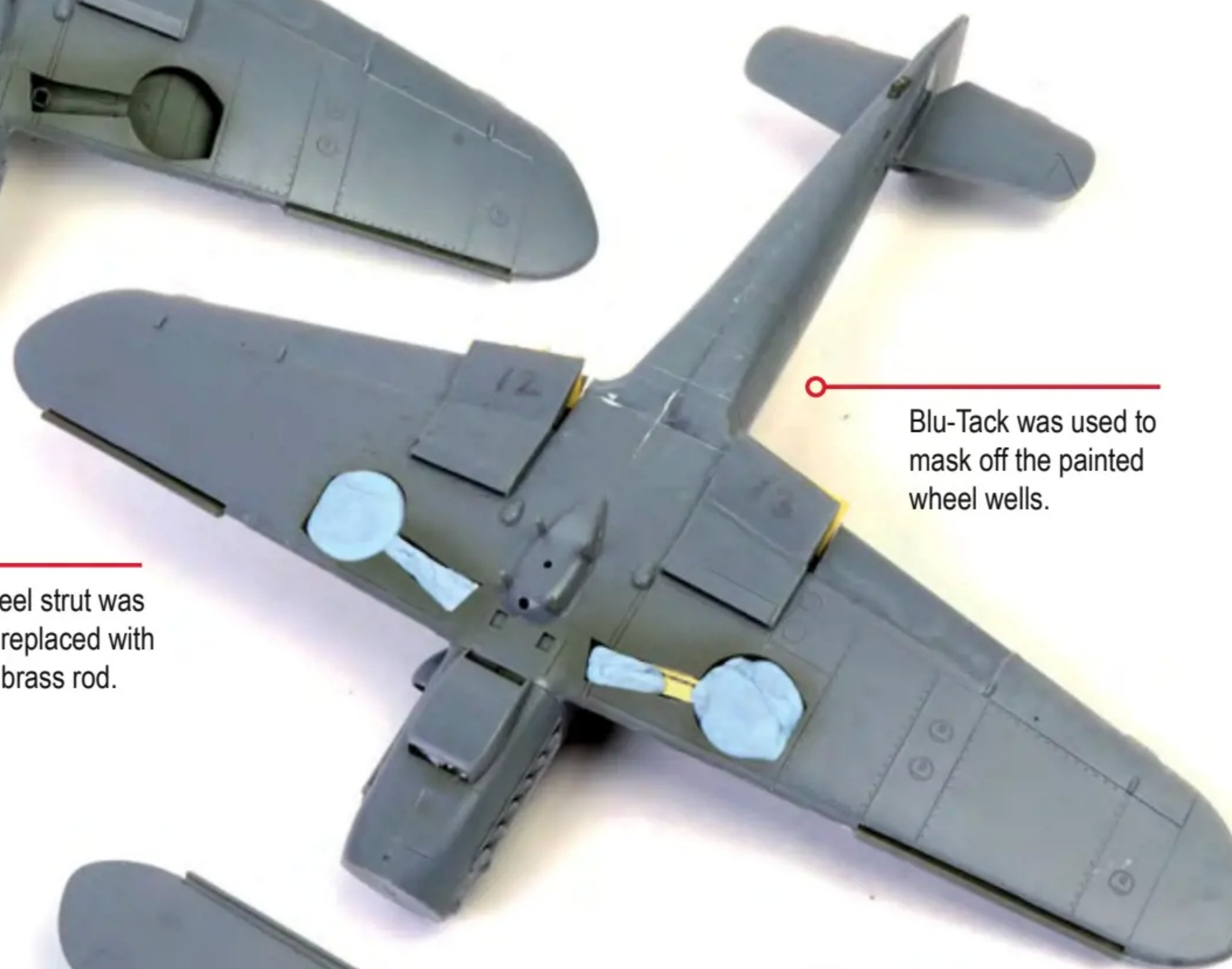
The wheel wells were painted RLM02 Grey using Gunze acrylics' H70.



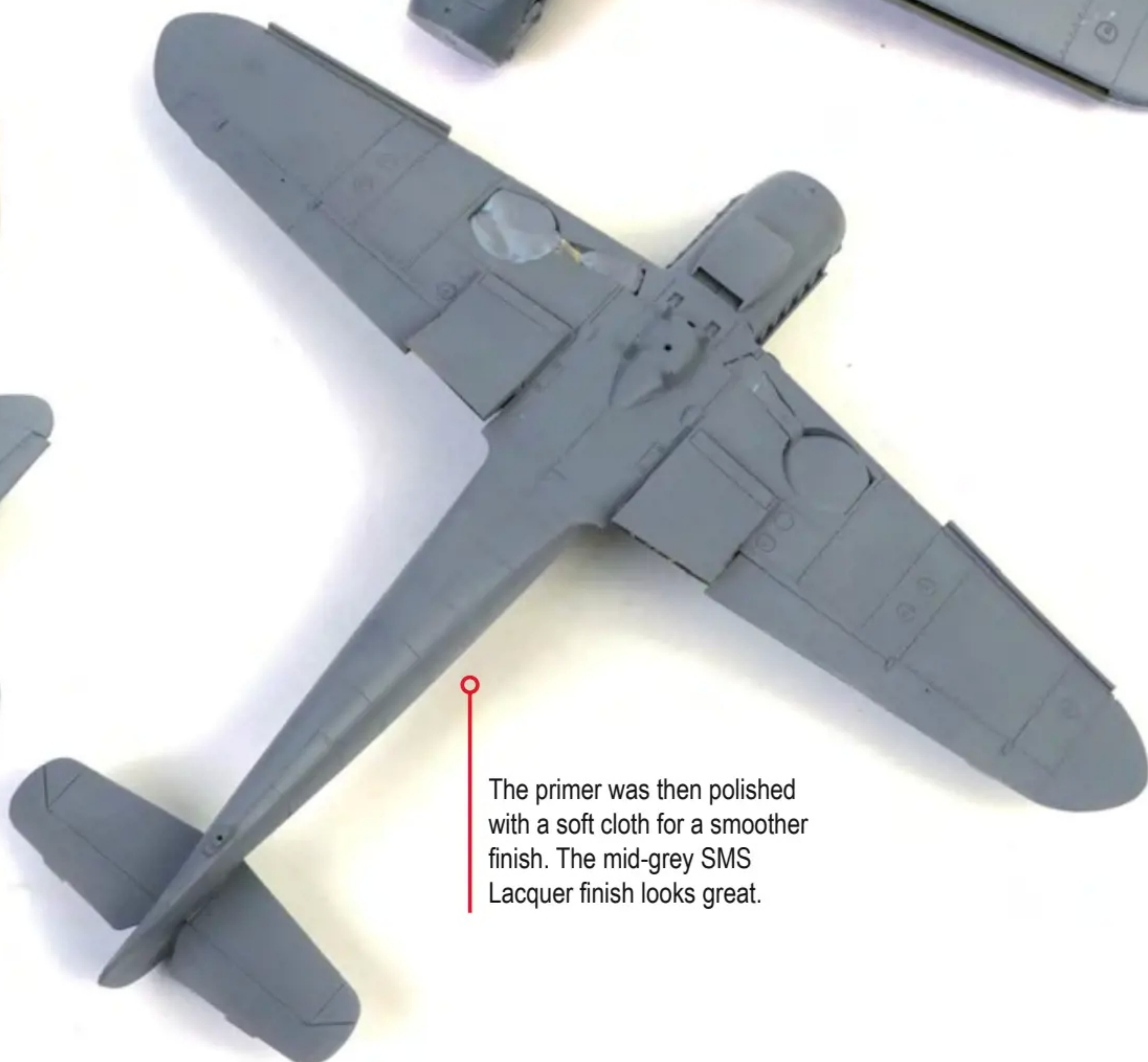
Canopy masks were cut from Tamiya's yellow Kabuki tape.



The tail wheel strut was cut off and replaced with a length of brass rod.



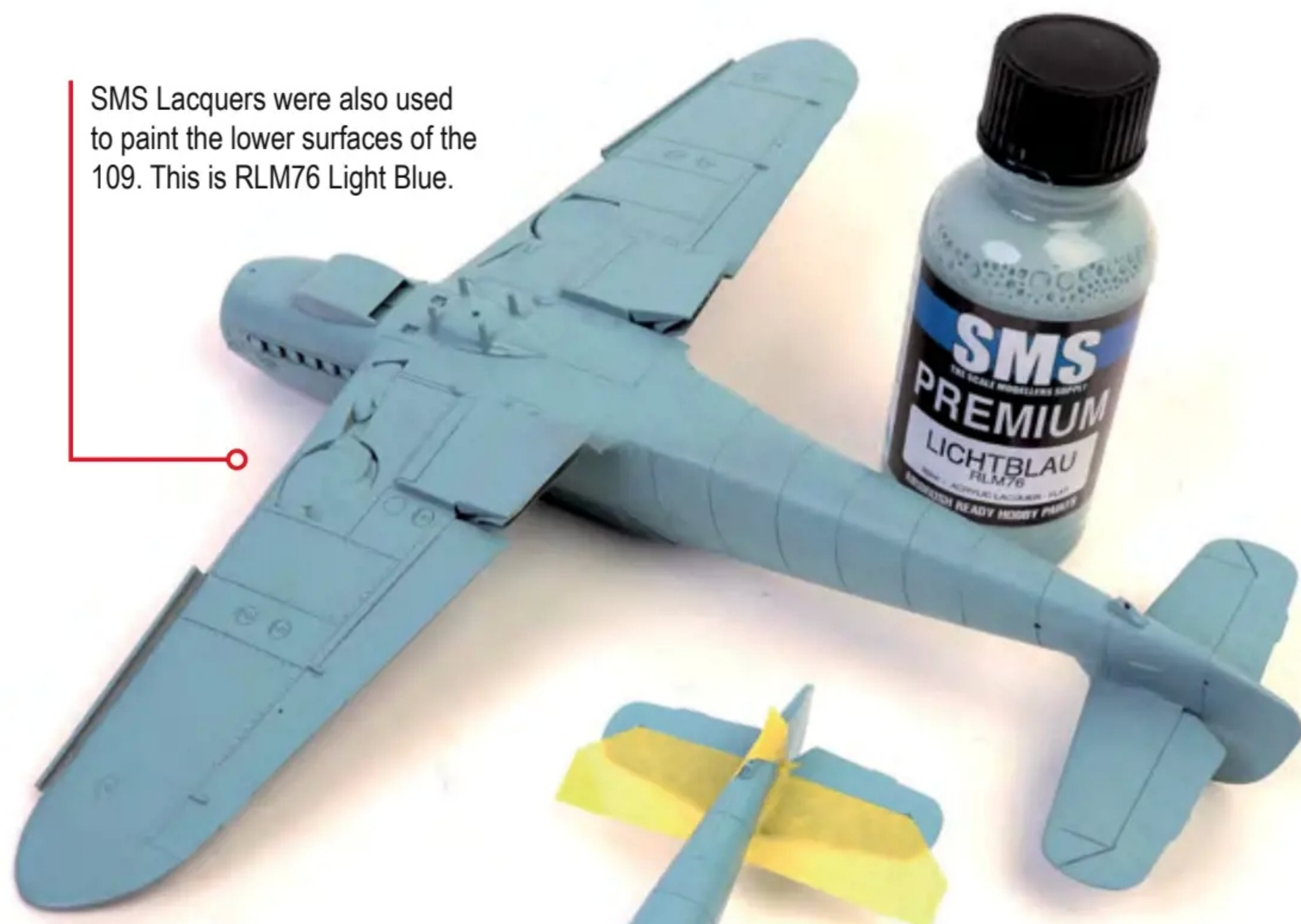
Blu-Tack was used to mask off the painted wheel wells.



The primer was then polished with a soft cloth for a smoother finish. The mid-grey SMS Lacquer finish looks great.

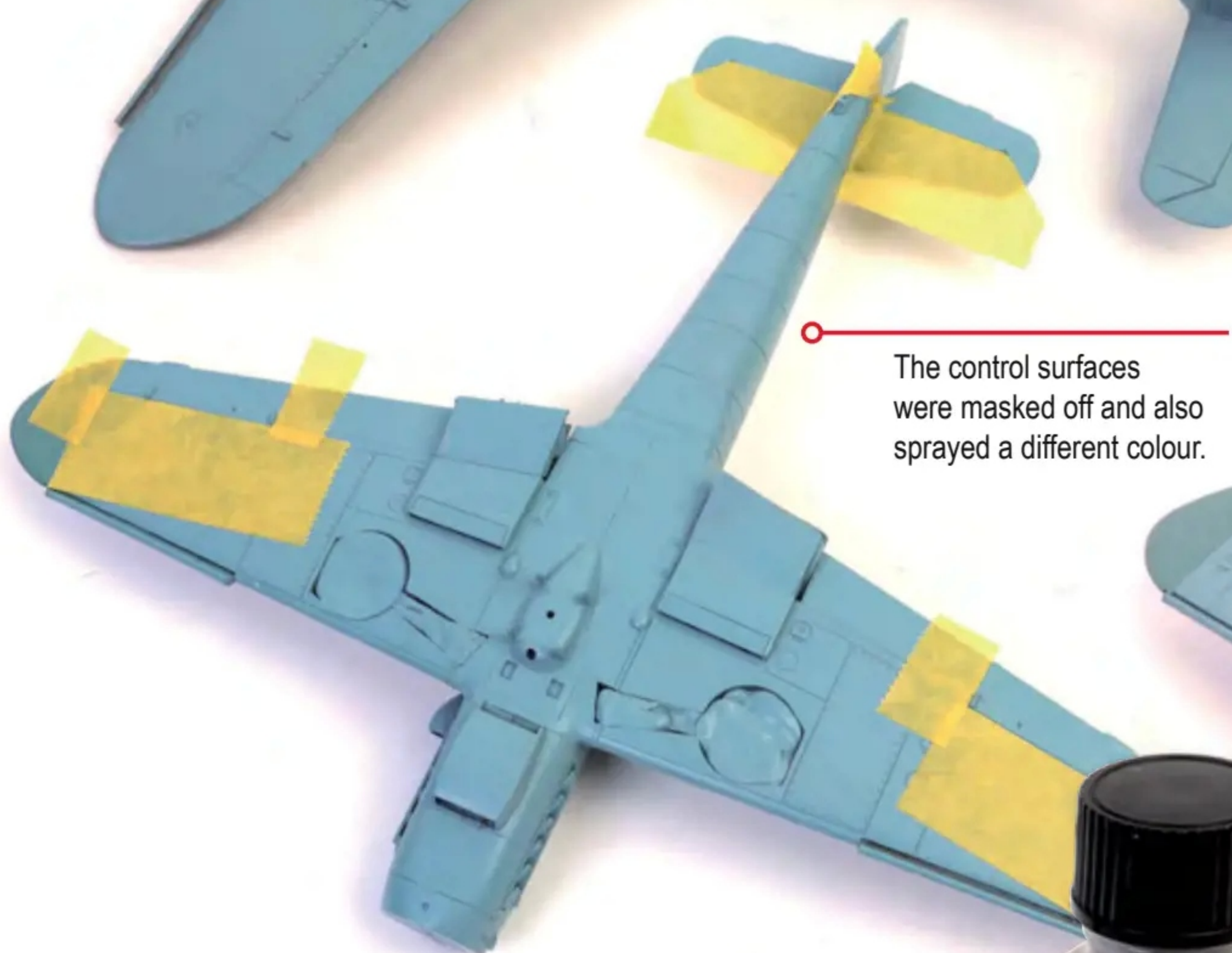


SMS Lacquers were also used to paint the lower surfaces of the 109. This is RLM76 Light Blue.

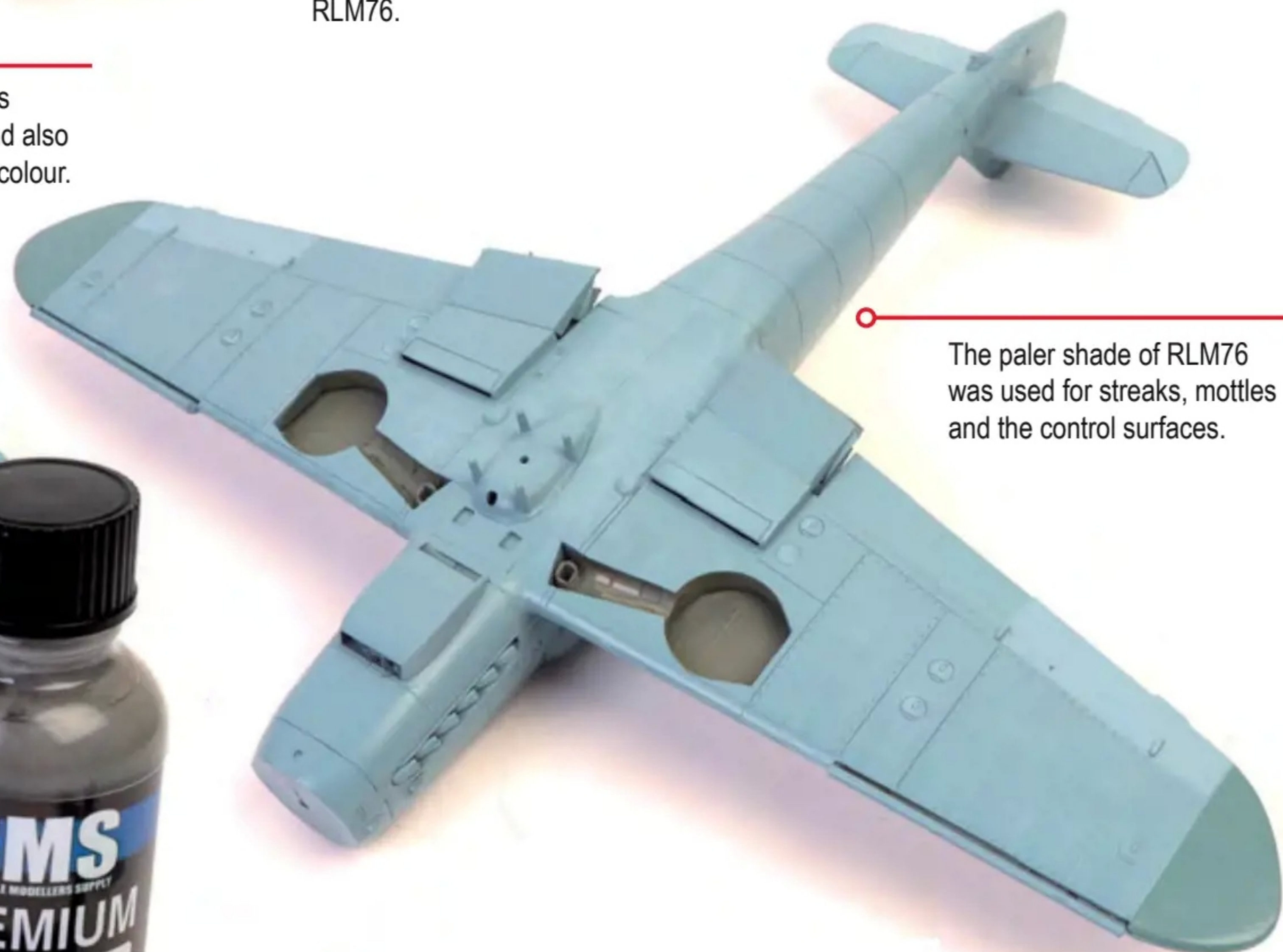


Historical photos show that various parts of the lower surfaces were oversprayed with a different colour. I used RLM65 Light Blue for a little contrast with the RLM76.

The control surfaces were masked off and also sprayed a different colour.



The paler shade of RLM76 was used for streaks, mottles and the control surfaces.



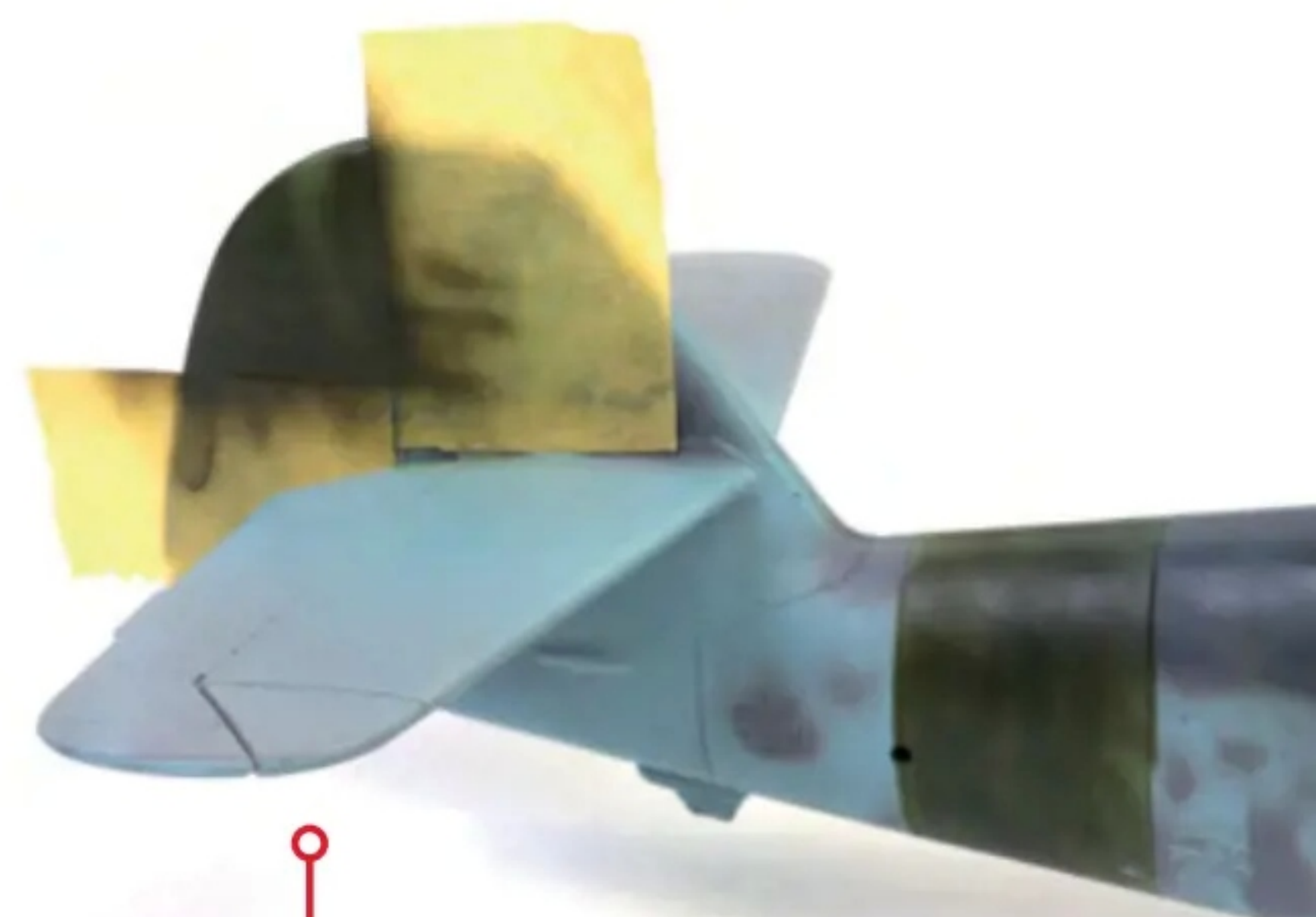
SMS Lacquer's Grey Violet RLM75 was the first of the camouflage coats to be applied to the upper surfaces.



Staying with the fuselage at this stage, SMS RLM74 Dunkelgrau was applied as the second disruptive upper surface colour.



Carefully following the historical photographs, the top of the rudder and the fuselage band were oversprayed in a dark green colour.





# FEATURE ARTICLE

Hasegawa 1:48 scale Messerschmitt Bf 109 G-6 'Juutilainen' With Figure Limited Edition • Kit No. 07494

◀ RLM 74 Grey Green was sprayed over the areas that were left unmasked to reveal a nice hard-edged demarcation.

The wartime photos suggested that the port wing upper surface was oversprayed in a paler grey than RLM 75, and in an irregular pattern. I masked and sprayed to reflect this unusual finish.

The division between the upper and lower fuselage as well as the wing leading edges was a wavy line. I used Fiskar's Paper Edge Edges Scissors to achieve this using a self-adhesive post-it note. This worked really well.

A very thin mix of Tamiya XF-1 Flat Black and XF-64 Red Brown was sprayed along panel lines and control surface hinge lines. The model then received a glossy coat of Future from my dwindling bottle. I mixed about 30% isopropyl alcohol with the Future before spraying.

Tamiya's Panel Line Accent Colour Dark Brown delivered nice crisp panel line shading.

Eduard's Spinner Spiral Masks for 1:32 scale Fw 190 A and F aircraft actually worked very well on the more bulbous but 1:48 scale spinner of the Messerschmitt Bf 109 G-6. ▶

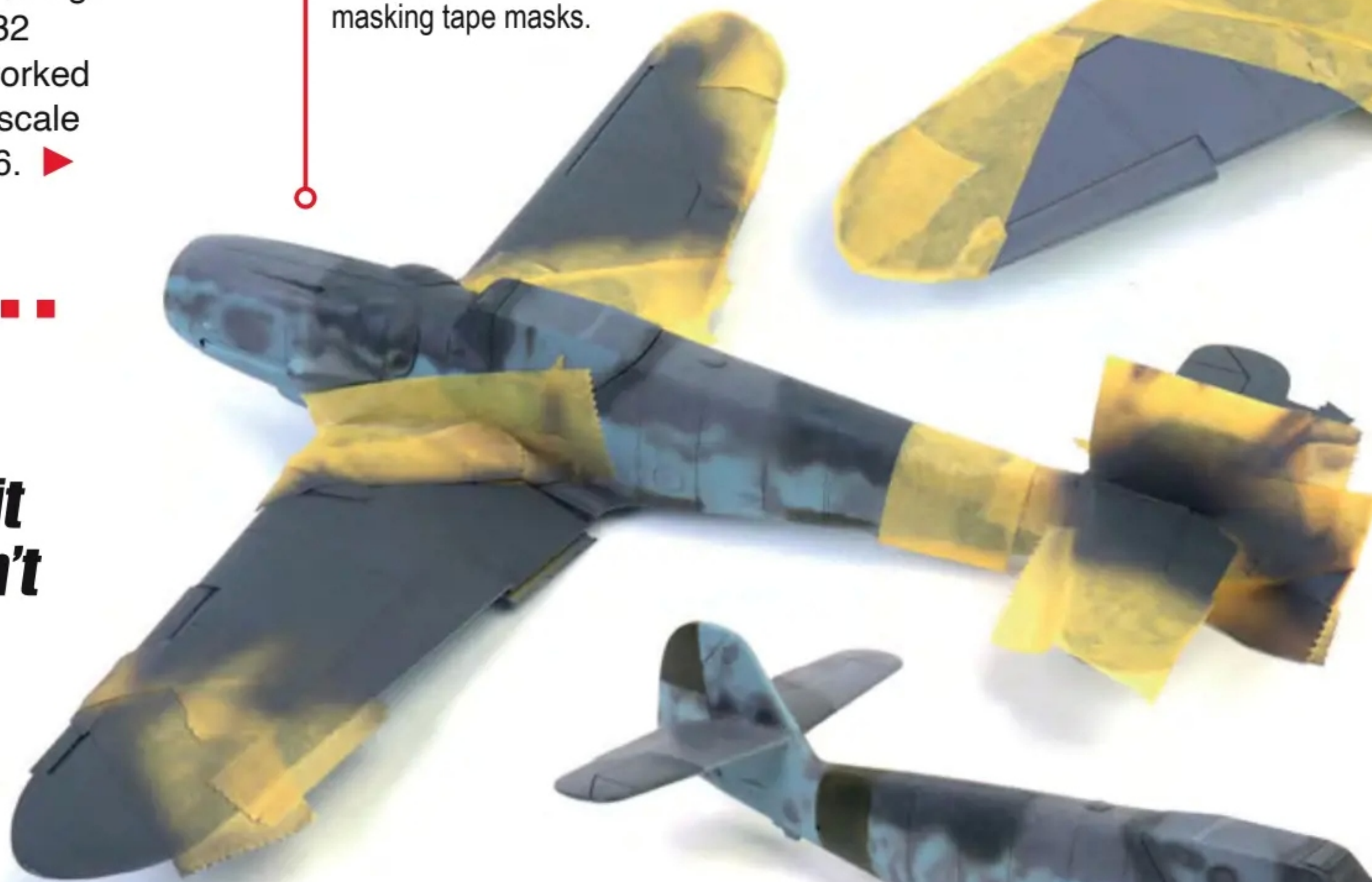
***"As a canvas for these wild Romanian-applied markings, Hasegawa's kit is perfectly fine. Just don't compare it too closely with its clearly superior Tamiya and Eduard counterparts!"***



The lower surfaces of the horizontal stabilisers as well as the fuselage wing root were masked off for a coat of RLM75 Grey Violet.

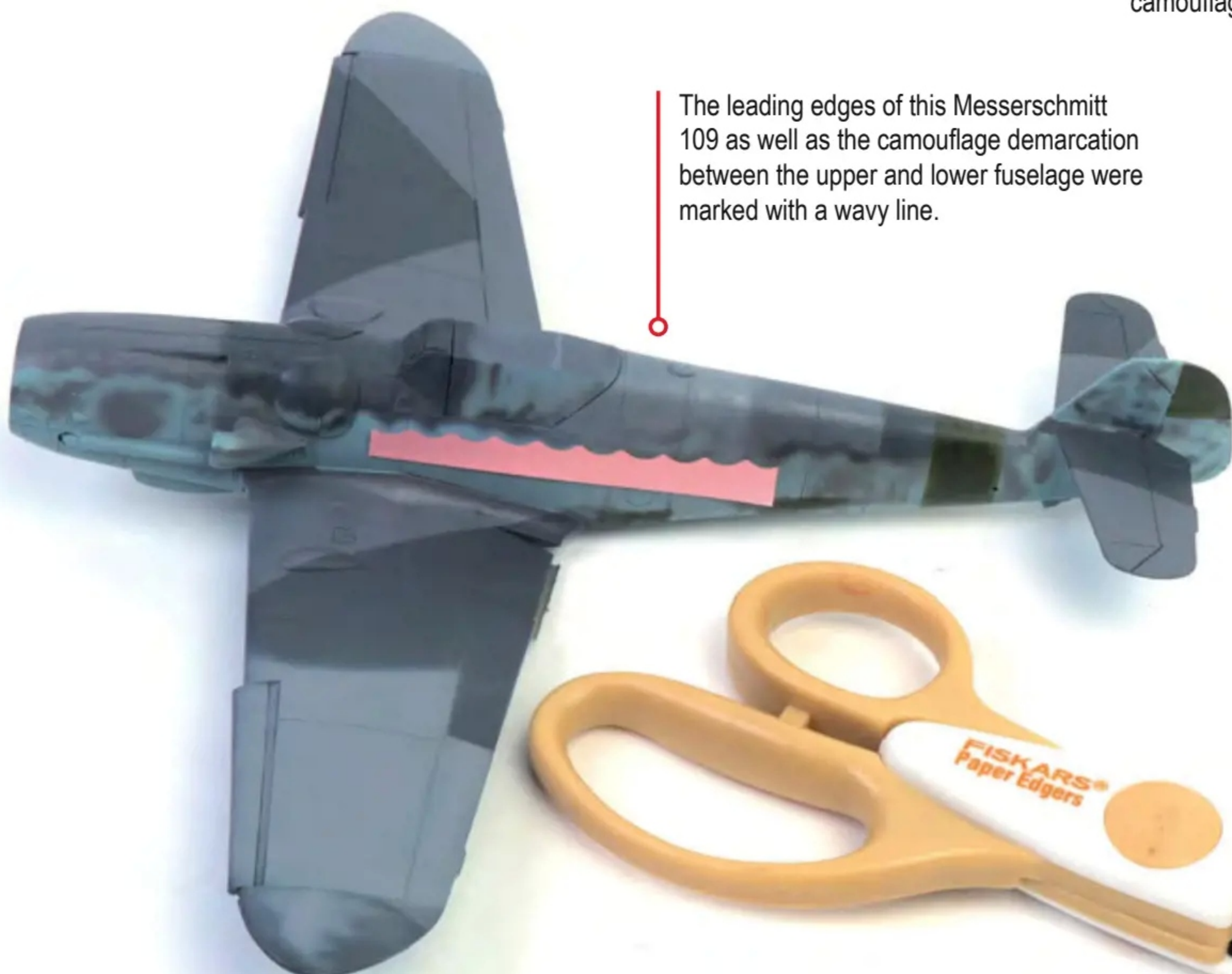
Tamiya tape was also used for the hard edged demarcation on top of the wings of this aircraft.

SMS Lacquer's RLM74 Grey Green was sprayed over the masking tape masks.



Here is the basic camouflage pattern.

The leading edges of this Messerschmitt 109 as well as the camouflage demarcation between the upper and lower fuselage were marked with a wavy line.



I used Fisker's paper edging scissors to obtain a scalloped pattern on self-adhesive Post-It notes. This resulted in a nice clean demarcation.



The wartime photos suggested that the port wing upper surface was oversprayed in a paler grey than RLM 75, and in an irregular pattern. I masked and sprayed to reflect this unusual finish.

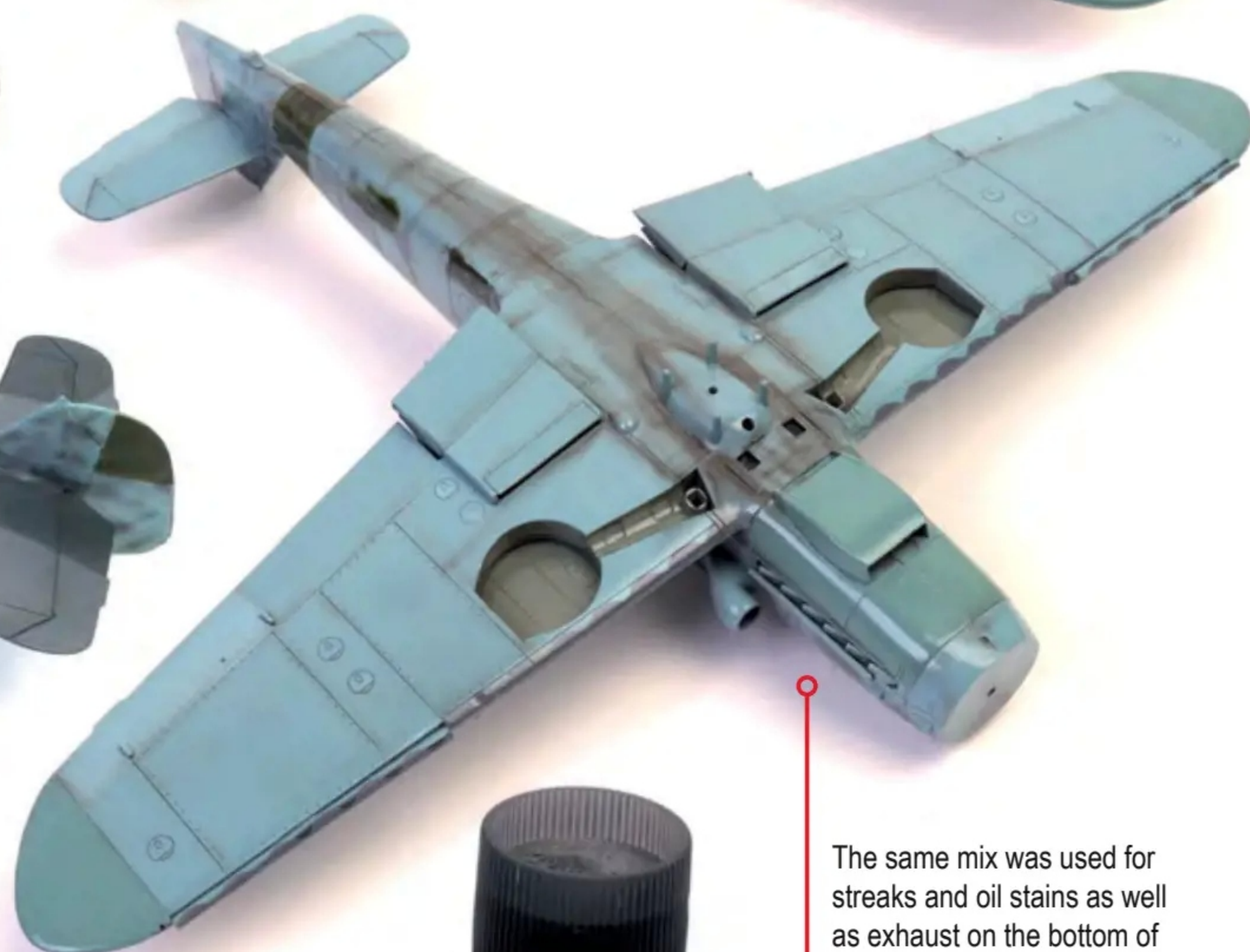


The same method was used for the leading edge demarcation on the wings. Note that the scalloped edge is brought slightly further forward with the dropped leading edge slats.

The scalloped demarcation on the wing leading edges may be seen here.



A very thin mix of Tamiya's acrylic XF-1 Flat Black and XF-64 Red Brown was sprayed along control surfaces and panel lines.



The same mix was used for streaks and oil stains as well as exhaust on the bottom of the fuselage.



My dwindling supply of future floor polish was used to obtain a high gloss finish on the model.



Tamiya's panel line accent colour, Dark Brown, is a simple, fast and effective way to highlight the panel lines on the lower surfaces of the model.



# FEATURE ARTICLE

Hasegawa 1:48 scale Messerschmitt Bf 109 G-6 'Juutilainen' With Figure Limited Edition • Kit No. 07494

## ◀ RB PRODUCTIONS' DECALS

Back in 2007, the subject of RB Productions' debut decal offering was five aircraft flown by top Romanian fighter ace, Cpt. Av. (R) Constantin Bazu Cantacuzino.

Although the subject of a single Romanian pilot may seem somewhat narrow, his five aircraft depicted on the sheet are colourful and varied.

Details are:

- Bf 109 G-2, "White A", finished in a heavy coverage of RLM 74/75 on the fuselage sides with a dense pattern of mottling in 02
- Bf 109 G-4, "White 24", finished in standard day fighter camouflage with significant overpainting of original German markings
- Bf 109 G-2, "White 20", in RLM 74/75 with heavy coverage on the fuselage sides.
- Bf 109 G-6. This is the real highlight in my opinion. This aircraft has been repainted in approximations of US markings, with a gigantic US flag on each fuselage side, German/Romanian markings painted out and early-war style US roundels painted on the upper and lower wings. This aircraft retained the 3-9 Fighter Group badge on the cowl and the late-war style Werknummer on the rudder.
- Bf 109 G-2, "White 4", in a solid dark green on the upper surfaces and RLM 76 underneath. ▶



I bought the Fusion Bf 109 G spinner and propeller quite some time ago and intended to use it on this project. However, the diameter of the spinner was slightly smaller than the model itself.



It's a shame because the set looked great. It even included a jig for aligning the pitch of the propeller blades.



Eduard's 1:32 scale masks for Fw 190 A-F spinner spirals were used on this model.



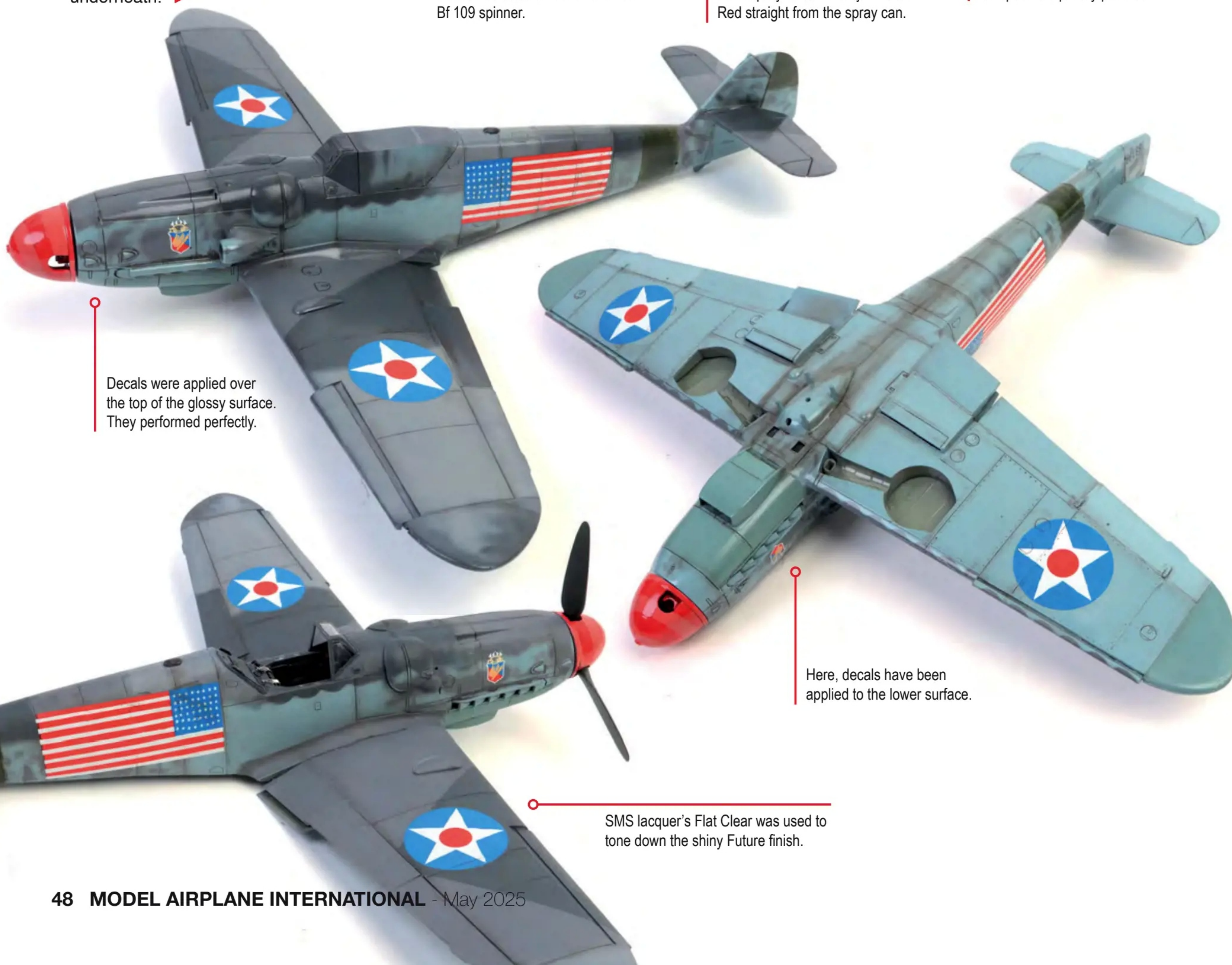
Although they are designed for 1:32 scale Wurgers, these worked really well on the more bulbous 1:48 scale Bf 109 spinner.



The masked spinner and backplate were sprayed with Tamiya TS-49 Red straight from the spray can.



The spinner spiral is realistically not quite completely precise.



Decals were applied over the top of the glossy surface. They performed perfectly.

Here, decals have been applied to the lower surface.

SMS lacquer's Flat Clear was used to tone down the shiny Future finish.





Barracuda Cast BF109-G wheels with a plain hub and smooth tyre were used on this model.



Detail is superb and casting is perfect.



A DF loop was made out of a staple from a Tamiya plastic bag.



Here are all the small sub-assemblies ready to be brought together.

Petrol stains were brushed onto the 300 litre drop tank. The strap is self-adhesive foil.



The Erla Haube hood with the Galland Panzer armoured headrest. Also note the short antenna mast mounted on the rear of the canopy.



The completed DF loop. I left the staple in its natural metal colour.



Once the staple had been flattened out, it could be curved into a circle around this tool. I can't really tell you what it's called!

The DF loop was glued into place. Silver pencil was used to create scuff marks at the wing root.





# FEATURE ARTICLE

Hasegawa 1:48 scale Messerschmitt Bf 109 G-6 'Juutilainen' With Figure Limited Edition • Kit No. 07494

◀ The decals are printed by Fantasy Printshop. They are very thin and carrier film is close to the edge of all the markings. Registration is good and printing is crisp.

Instructions are supplied on a folded A4 full colour sheet. The history and colours of each aircraft are called out over several paragraphs.

This is an attractive decal package covering five very interesting subjects that permits the modeller to use the markings on several different models.

However, I only had eyes for one of these options. Guess which one...

Decals were applied over the top of the glossy Future surface. They performed perfectly.

SMS lacquer's Flat Clear was used to tone down the shiny Future finish.

Smaller sub-assemblies were now painted.

A DF loop was bent from a Tamiya staple. This had previously kept a clear plastic bag closed – so versatile!

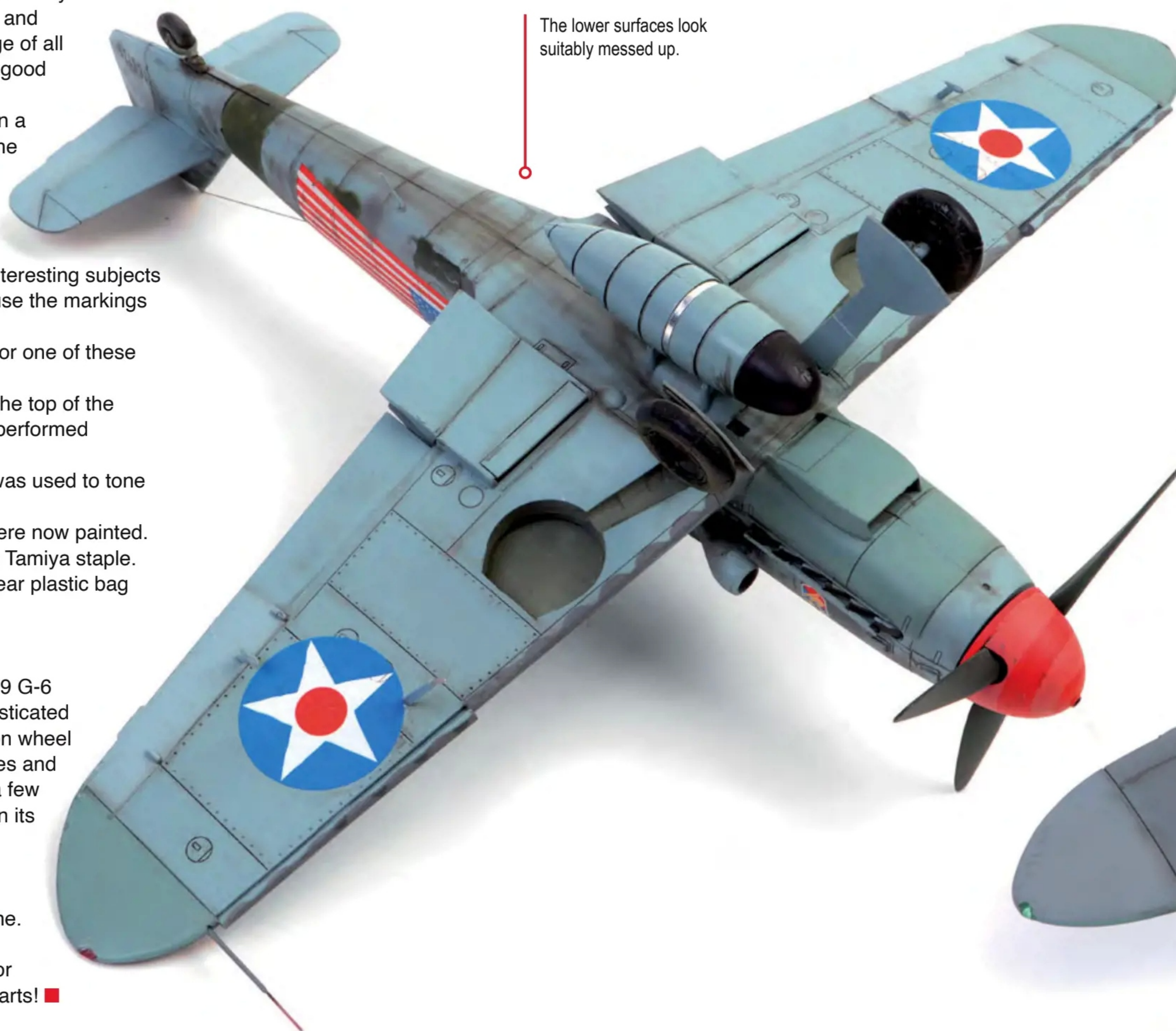
## CONCLUSION

Hasegawa's 1:48 scale Bf 109 G-6 might be considered unsophisticated today – think about its stick-on wheel bulges, simple cockpit features and dimensional errors to name a few – but it doesn't look too bad in its 30th year.

As a canvas for these wild Romanian-applied markings, Hasegawa's kit is perfectly fine.

Just don't compare it too closely with its clearly superior Tamiya and Eduard counterparts! ■

The lower surfaces look suitably messed up.









# SHOW REPORT

SOUTH CHESHIRE MILITAIRE

## IT'S SHOWTIME!



The 'Dissimilar Air Combat Training' display was filled with all manner of superb models, including this very impressive F-16 Fighting Falcon...

We travel to the one of our longest-standing shows of the year, the South Cheshire Militaire.

I've been travelling to the SCM show for decades now, from its early years in Crewe through to its current home within the Malbank 6th Form College, it's been a constant part of my model show life.

This year, with only very limited time to spare, I visited the show for only a few hours. Despite that, I managed to see plenty of the exhibits, speak to lots of friends old and new and finally, pick up one of Das Werk's 'Blitz' Panthers that I've been reading so much about.

All in all, not a bad way to spend a Sunday morning!

Over the next few pages we bring you an all-too brief look the event, with some of the eye-catching models that we saw on display.

See you again next year! ■

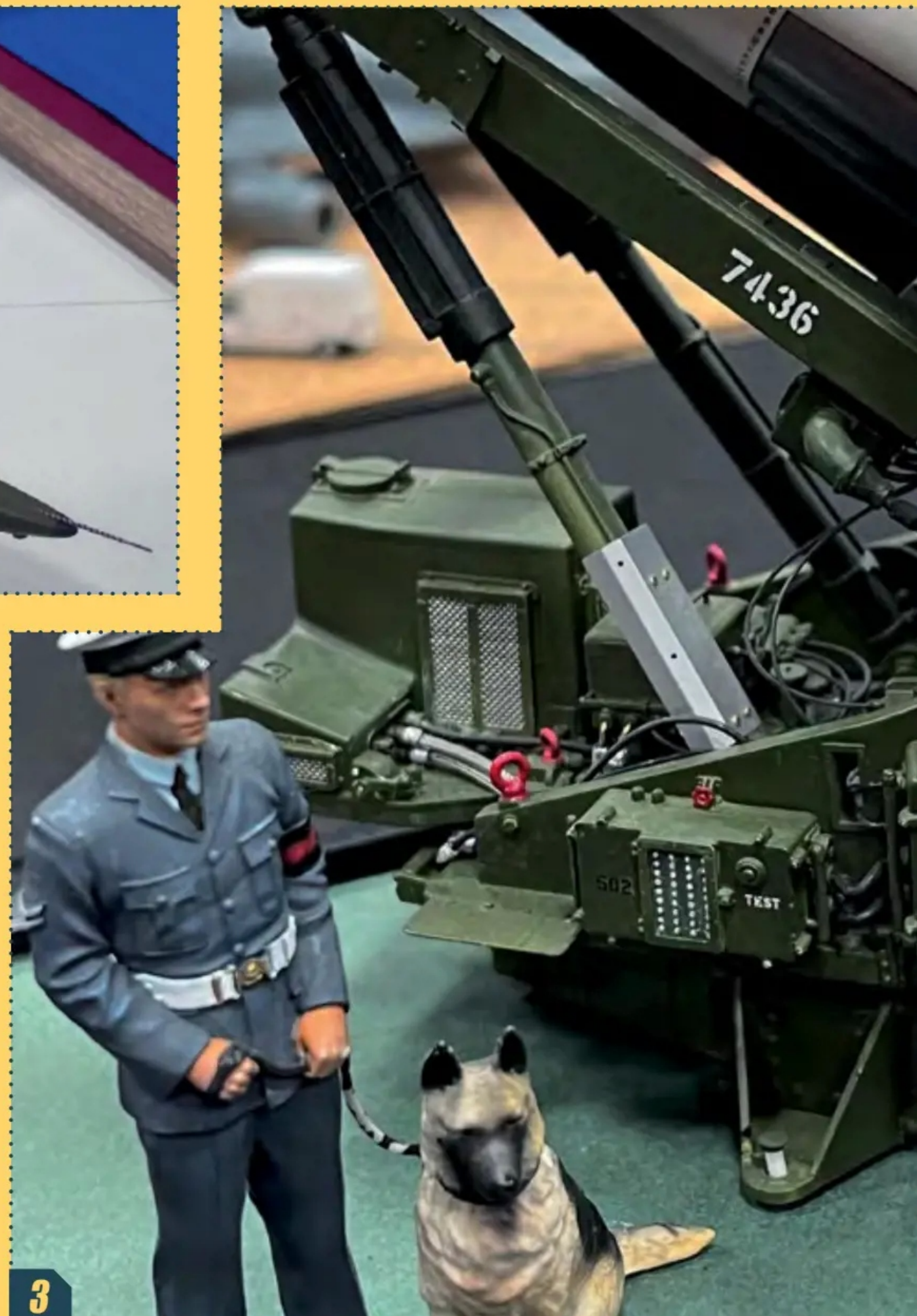
...And this beautiful T-38 Talon.



1



2



3





4



5



6



7



8



9

1. ...And this beautiful T-38 Talon.

2&3. Kit Form Services Bristol Bloodhound is a stunning kit that dominated the display table it was sat on. Having never seen one built up, I was delighted to be able to examine this very pleasing build at the show.

4. Starter for 10? Aircraft type and operator?

5. Despite its rakish lines the Typhoon has never crossed my workbench in miniature. Perhaps seeing this one at the show will give me some inspiration to put that right?

6. A tricky kit to build by all accounts, Valom's Hampden looks great once completed.

7. Such a pugnacious looking aircraft, the Brigand looks superb in miniature.

8. Who doesn't love a Tomcat, especially one in Sundowners markings?!

9. The Tracker has always struck me as a subject worthy of attention, so its presence within model show displays is to be applauded.

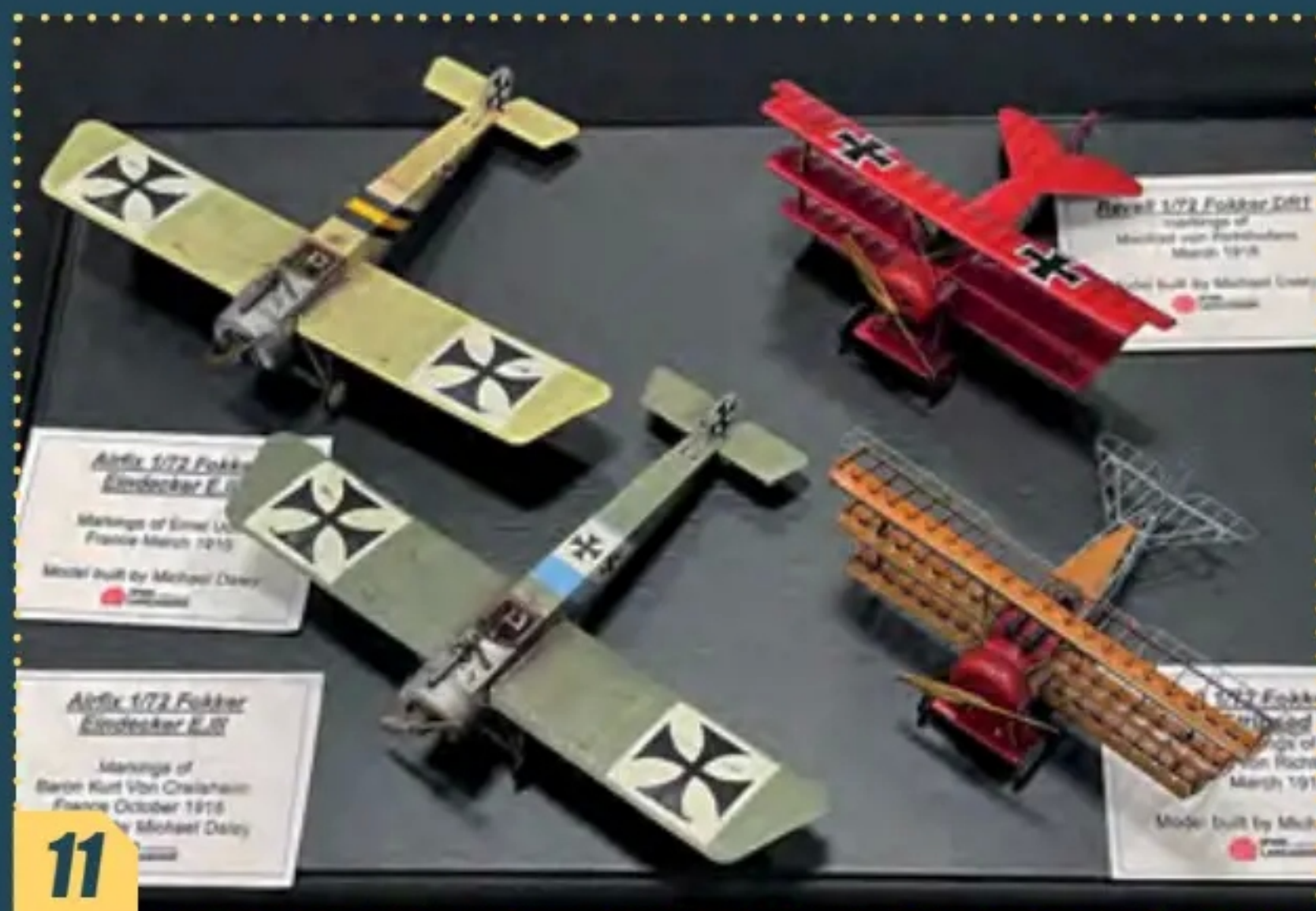
10. With memories of the old Airfix kit firmly in mind, I always spend time looking at models of BAC's diminutive Strikemaster when I get the chance.

11. How's this for an impressive display? Just look at the detail that Michael Daley has incorporated into his builds...

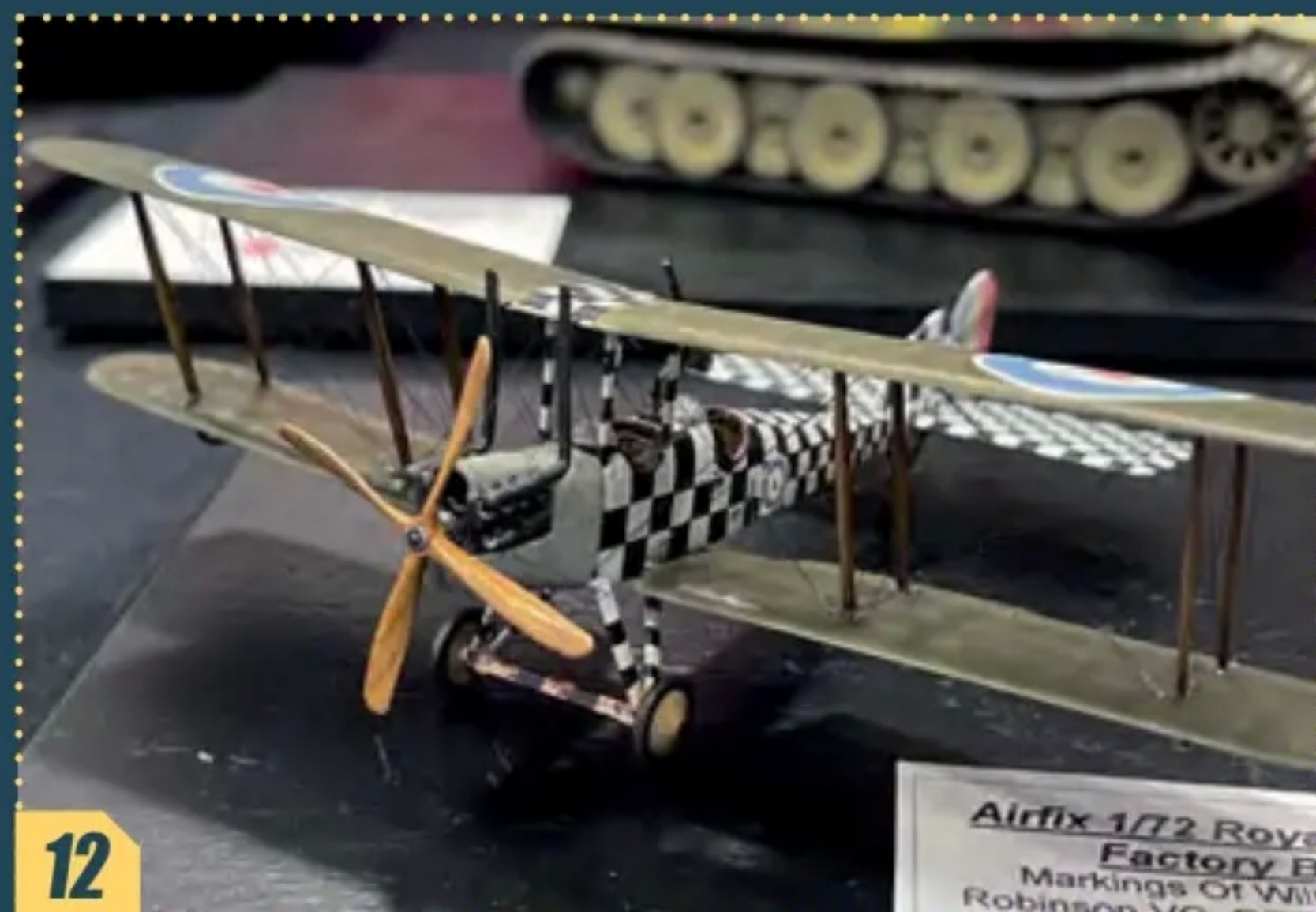
12. The wonderful Airfix BE2c is more than worthy of your attention, especially when built to high standards such as this.



10



11



12



# SHOW REPORT

## SOUTH CHESHIRE MILITAIRE



13



14



15



16



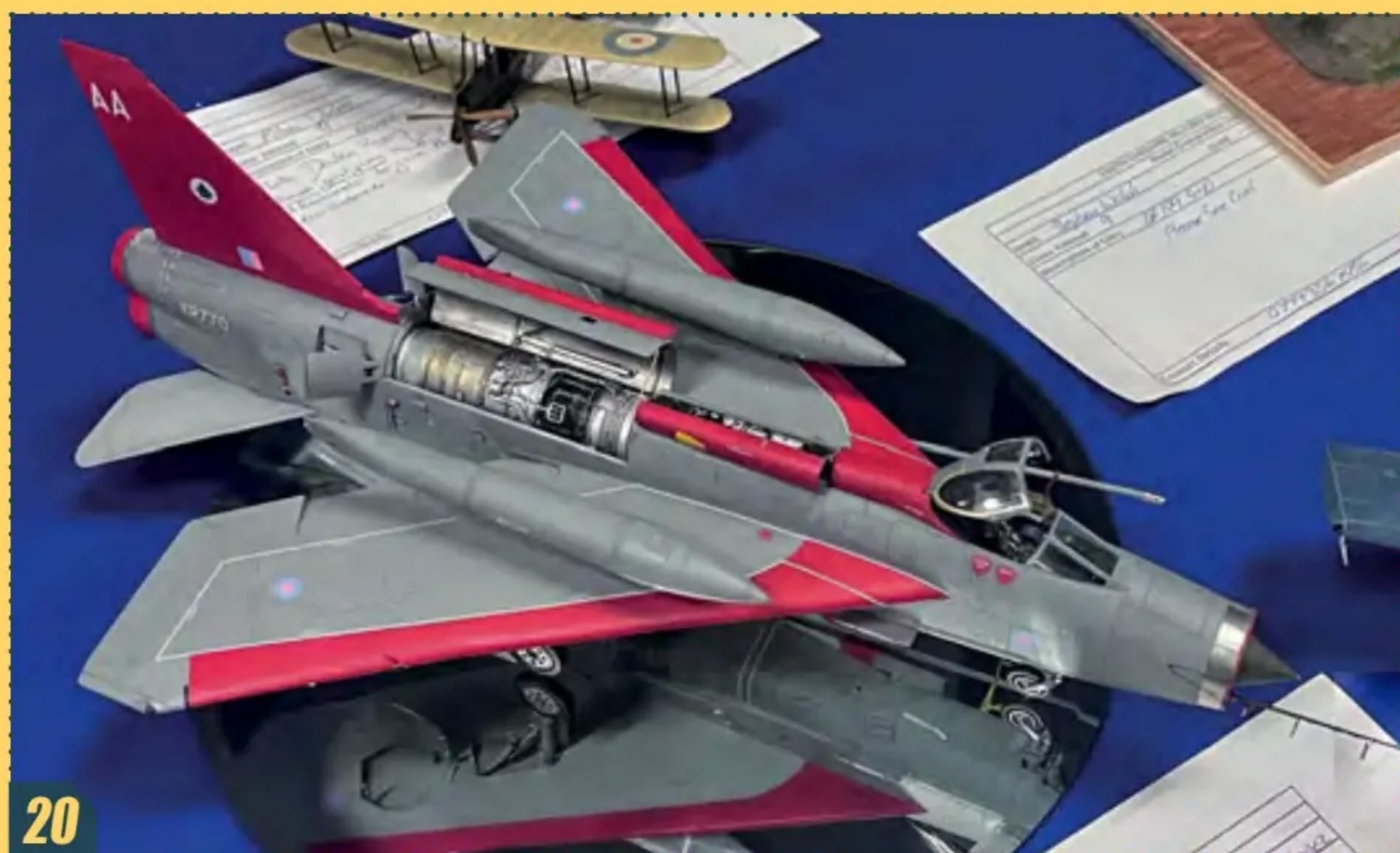
17



18



19



20



21

13. In sheer size alone, the Trumpeter 1/32 Lightning is a very impressive kit.

14. The Douglas Dauntless is such a beguiling shape, made all the more attractive thanks to that colour scheme and those attractive markings.

15. The Italeri (nee ESCI) Mirage F-1 is a still a great kit that looks lovely once built up. Hmm, I have one of these; perhaps it's time I built mine?

16. Resplendent in bright yellow, the Airfix 1/48 Folland Gnat is a lovely kit to build and display.

17. Seeing these two Revell behemoths together was a real treat. Though long-gone now, I built

both the F-15E and the F-14A as a teenager. Man, I'd love to have another go at them!

18. So much detail in such a small space, the Lynx is a perfect subject to get your teeth into...

19. Tamiya's 1/32 F-16C Lawn Dart is still stunning kit to build and display.

20. Plenty of additional detail and a very attractive colour scheme set this Lightning F.6 apart from the crowd.

21. Huw Morgan's excellent Meteor TT20 resplendent in colourful Danish markings.



# AeroDetail series

## Making a scale model?

Finding the detail needed to finish a scale model can be difficult and getting full size images is not always practical. Our range of detail photo collections provides extensive close ups of a wide range of popular aircraft all on CD in J-peg format



### Supermarine Spitfire MK.XVI

Last of the Merlin-engined Spitfires. This collection depicts the cut-down fuselage, bubble cockpit canopy later version. (116 images)

### Tipsy Belfair Detail

Highly attractive Belgian low wing light aircraft from the era of simple, open cockpit private flying. Machine offers scale modellers pleasant lines and simple shape. (35 images)

### Vickers Supermarine Walrus

The famous 'Shagbag' biplane seaplane, used during WW2 as an air-sea rescue craft and fleet gunnery spotter. (80 images)

### North American A36 Invader

The ground attack variant of the Allison engined P-51A. Photos, in detail, of the world's only airworthy example. (69 images)

### Morane Saulnier MS406

French WW2 fighter that fought in the Battle of France, 1940. Swiss restored example (92 images)

### Thulin, Tummelisa

Swedish 1919-era fighter trainer that served the Swedish air arm for many years. Example depicted is a faithful reproduction. (55 images)

### North American P51b Mustang

First of the Rolls Royce Merlin engined Mustangs, this collection depicts the Fantasy of Flight Museum's restored example, with overly polished plain metal surfaces. Much detail. (102 images) Also, 41 images of The Fighter Collection's P-51C in bare metal restoration, showing much surface and internal airframe detail. A real bumper bundle! (over 140 images)

### North American B25 Mitchell

Fantasy of Flight Museum's example. Photographed soon after superb restoration. Full nose to tail detail. (74 images)

### North American AT6 Harvard

AT-6, SNJ, Texan, Harvard – call it what you will. 55,000 were built – this example is in U.S. Army colours, with comprehensive close-up detail, nose to tail. (76 images)

### Percival Mew Gull

Famous 1930s racing and record setting aircraft that will forever linked with the achievements of British aviator Alex Henshaw. (35 images)

### North American T28

The advanced trainer aircraft that served in many air arms worldwide and also became a counter-insurgency ground attack aircraft. Examples illustrated are from France, where the type served for many years as the 'Fenec'. (100 plus images)

### North American P51d Mustang

The definitive bubble canopy Merlin Mustang. In detail, showing several restored examples. This is the Fantasy of Flight Museum's overpolished example, but the close-up detail is all there. (102 images)

### Piper Super Cub

The later, 'cleaned-up' version of the famous Piper J-3, with more elegant engine cowl. Two examples shown. (80 images)

### Piper L-4 Grasshopper

Military version of the famous Piper J-3 Cub used during WW2 and close reconnaissance and spotter aircraft and for many other tasks. (80 images)

### Percival Provost

Airworthy, preserved example of the RAF piston engined basic trainer used in the 1950s. Full detail. (30 images)

### Polikarpov I-15

The ultra agile Russian biplane fighter aircraft that saw widespread service prior to and in the early years of WW2 and during the Spanish civil war. Example illustrated is a superbly restored machine. (100 images)

### Pitts S.1

Homebuilt example by Bob Millinchip, as seen at 2002 PFA Rally. Complete detail study. (36 images)

### Piper Tomahawk

Cranfield Flying School example of this civil ab-initio trainer aircraft. (54 images)

### Ryan Pt-22

US military primary trainer aircraft that served with both US Army and Navy, thus providing ab-initio flight training for the majority of US airmen of the WW2 period. A highly attractive aircraft. 90 images of the preserved, airworthy aircraft, hangared at the Shuttleworth Collection, Old Warden.

### Republic P-47d Thunderbolt

Bubble-canopy version of the much loved 'Jug', photographed in fine detail. (105 images)

### Polikarpov Po-2

The world's most numerous produced aircraft of all time, the PO-2 was a great maid-of-all-work used by both military and civil groups in the old Soviet Union and its satellite states. Example depicted is pristine, and now in storage at Old Warden. (170 images)

### Sopwith Triplane

The last example of the 'Tripehound' is the one built (in 1980!) from original Sopwith drawings by Northern Aero Works and given sequential manufacturer's number by Sir Thomas Sopwith himself in recognition of the outstanding workmanship. Extensive detail. (120 images)

### Sopwith Pup

The charismatic Sopwith Scout (to give its correct designation) is a great scale modellers' favourite. Example depicted is the one preserved and regularly flown at the Shuttleworth Collection, Old Warden. (50 images)

### S.E.5A

Shuttleworth Museum's airworthy example presented in full detail. (100 plus images)

### Supermarine Seafire Mk17

The Seafire 17 was no navalised Spit. A true ground-up naval fighter. (64 images)

### Stinson 105

Light, private aircraft of the 1940-50s era, with lots of character. (75 images)

### Steen Skybolt

Attractive U.S. aerobatic biplane, presented in full detail. (89 images)

### Supermarine Spitfire MK.IX

The most numerous version of the classic Spitfire that turned the tables on the Luftwaffe's Focke Wulf Fw 190. (90 images)

### Supermarine Spitfire MK XIV

2nd of the Griffon-engined Spits (Mk.XII was first), the bigger engine forced a change of the classic Spitfire shape. (58 images)

### Supermarine Spitfire MK VC

Shuttleworth Museum's airworthy example presented in it's latest form with classic rounded wingtip planform. (160 plus images)

### Hawker Typhoon

The Hawker Typhoon was a British single-seat fighter bomber, produced by Hawker Aircraft. While the Typhoon was designed to be a medium-high altitude interceptor. 117 images

### Monocoupe

The Monocoupes were side-by-side two-seat lightplanes of mixed wood and steel-tube basic construction with fabric covering. A braced high-wing monoplane with fixed tailskid landing gear, and the reverse curve rear fuselage lines that were to become one of the signature identifier features of the Monocoupes. 55 photos

### Me 410A – 1/U2

For those who fancy a twin, but something outside the 'normal' favourites, consider the Luftwaffe's final 'destroyer' heavy fighter that packed a powerful punch 79 photos

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# BUILD PREVIEW

Revell 1:72 Lockheed Martin F-35A Lightning II • Kit No. 03799-0379



## SMALL SCALE LIGHTNING

Revell enters the busy Lightning II market with a brand new 1:72 scale F-35A. **Andy King** builds the kit and offers his impressions.



**V**arious kits of the F-35A have been around for a couple of years now and Revell has now entered the fray with a brand new tooling of this fifth generation aircraft.

At first glance the detail looks good but on my pre-production sprues some of the panel lines are not finished or don't match others. Also, some RAM panelling is missing around the lower rear fuselage. This may be due to the fact that the kit I received is a pre-production sample and the above faults may be rectified before the kit is released.

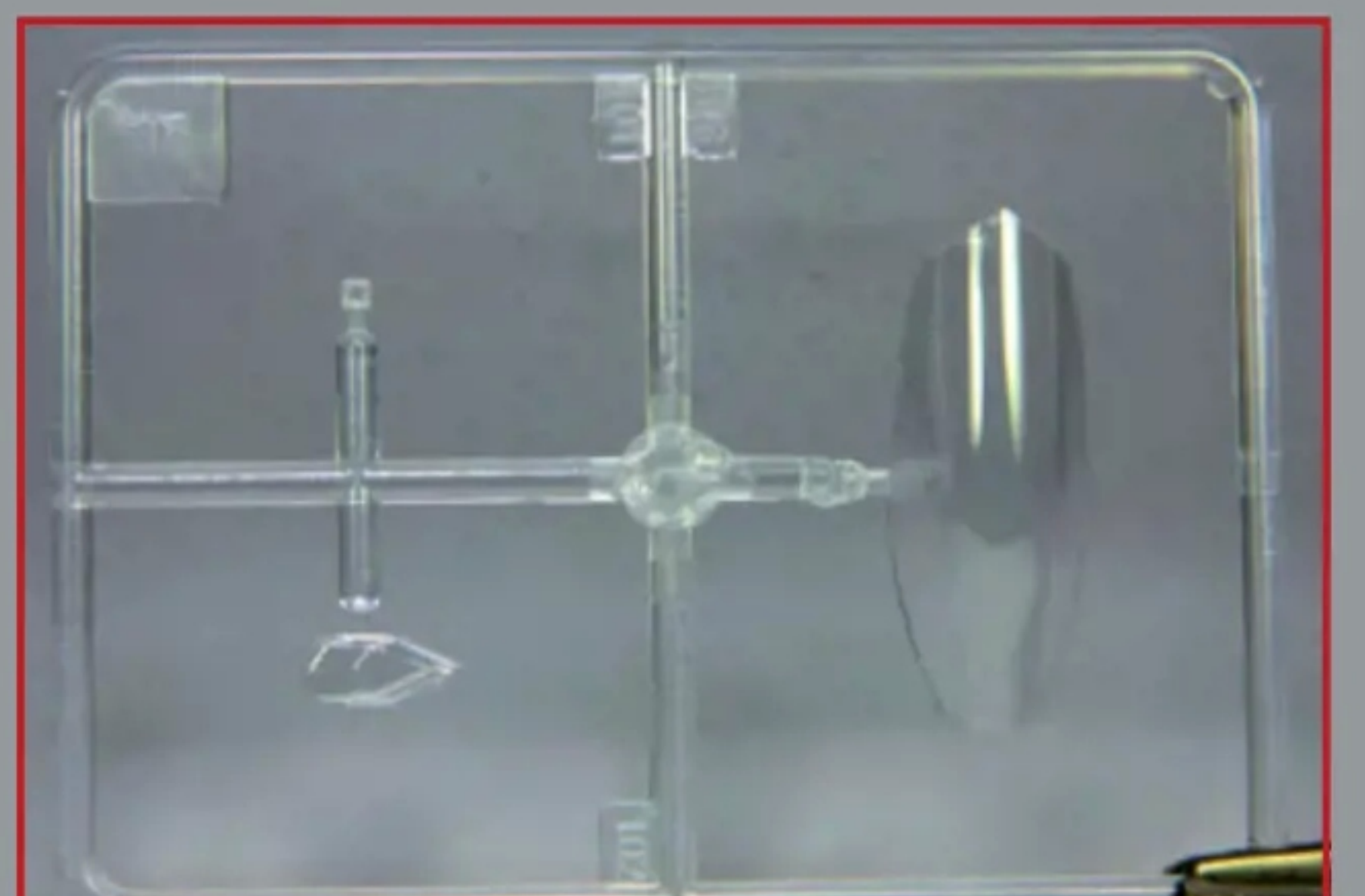
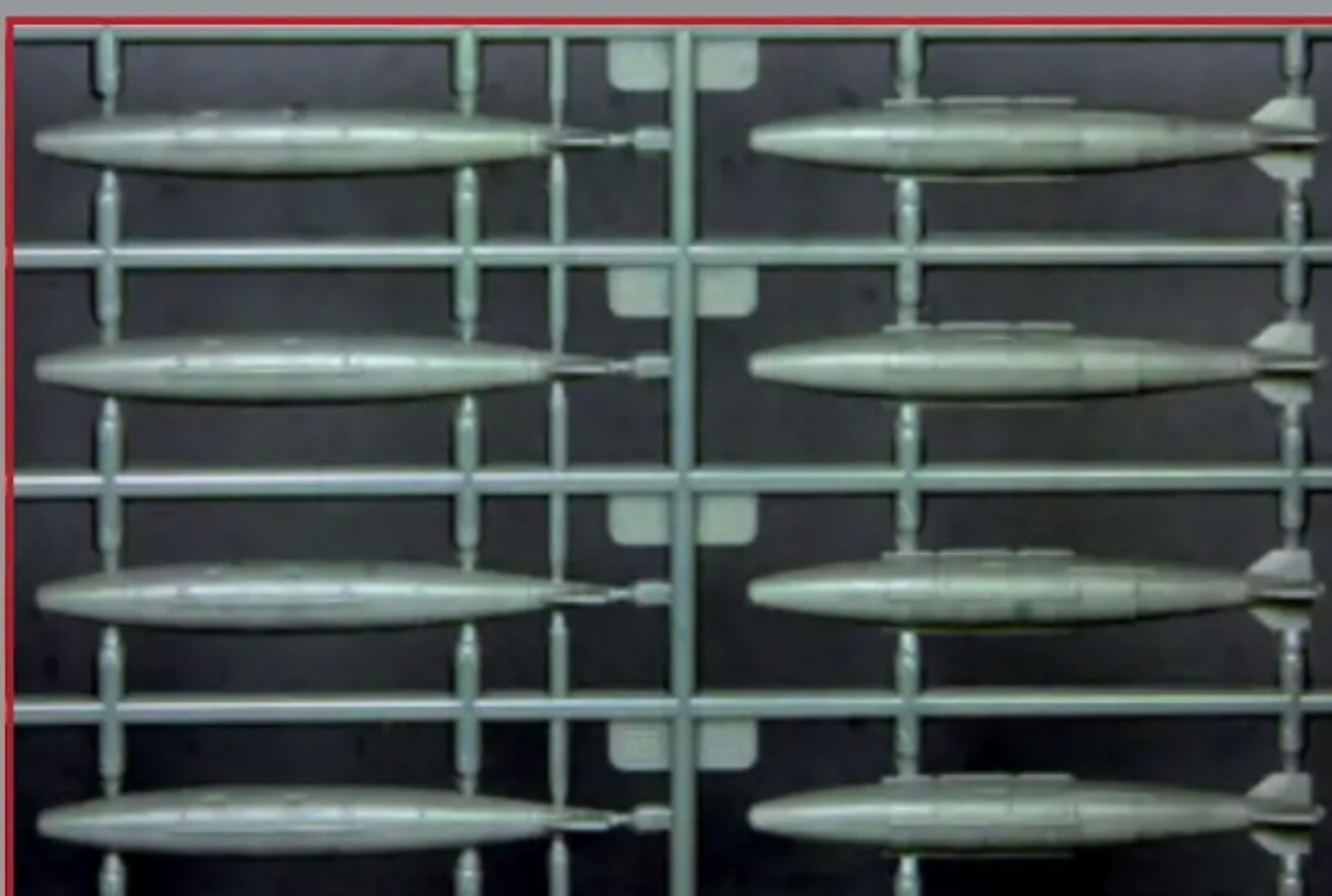
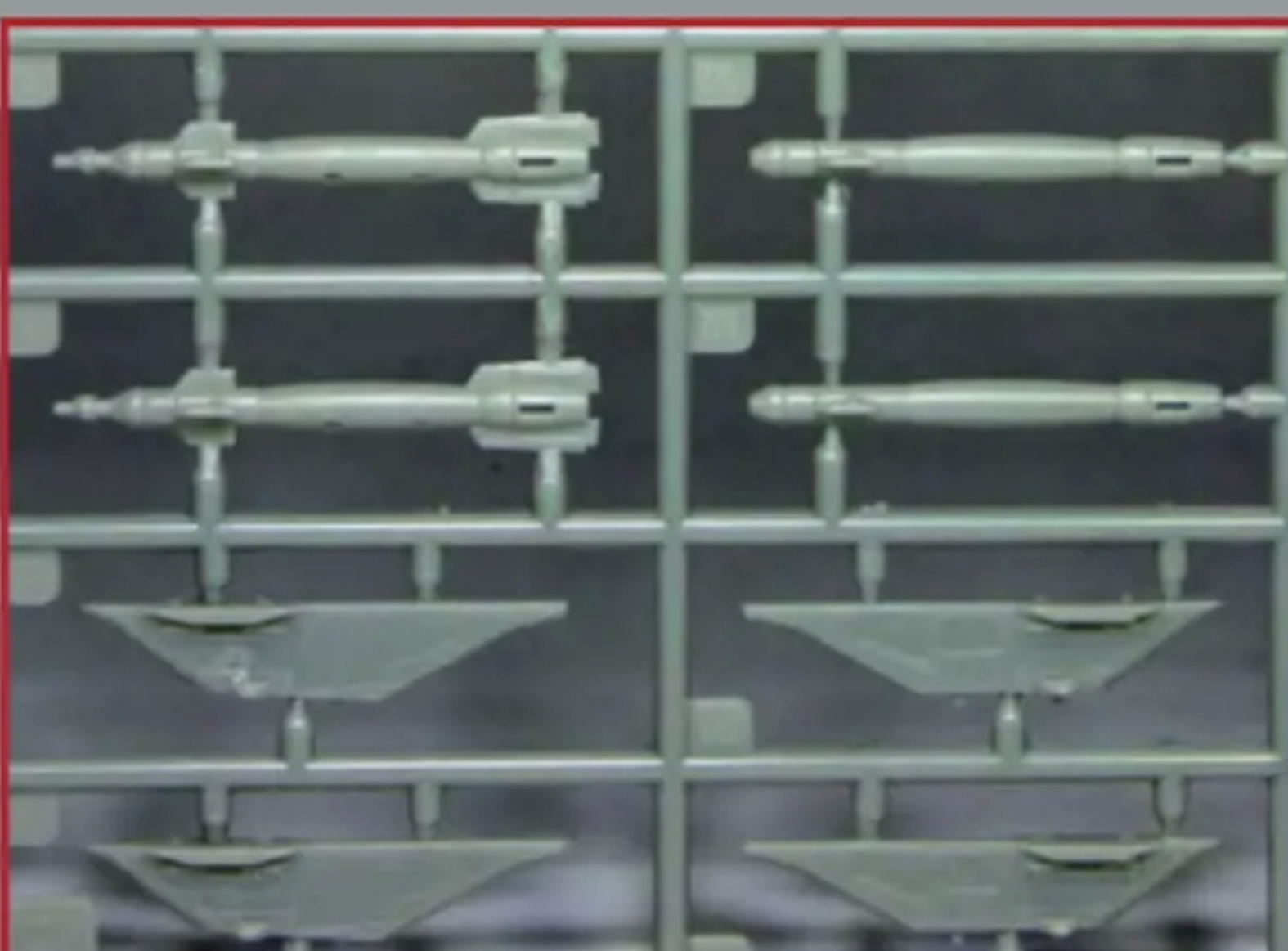
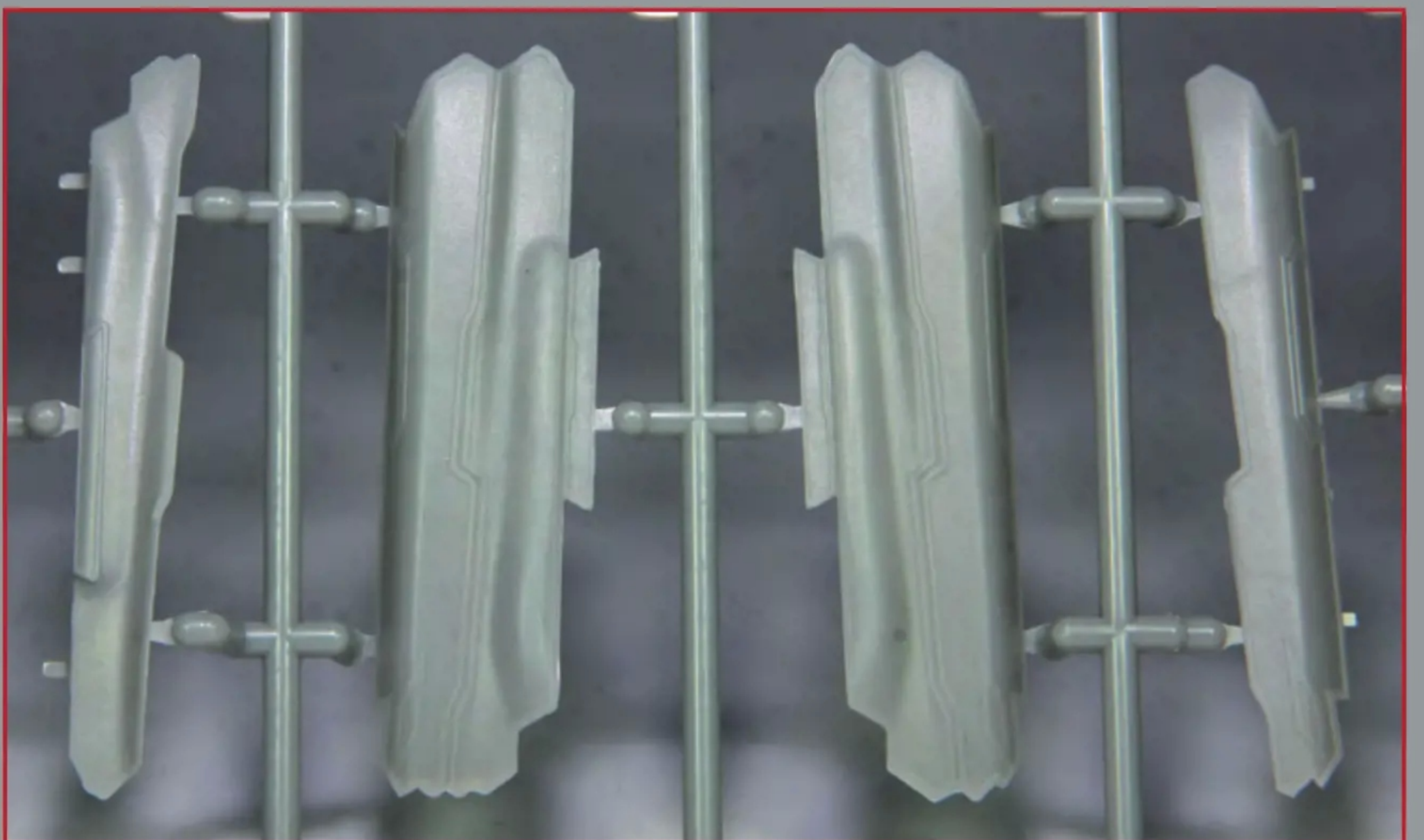
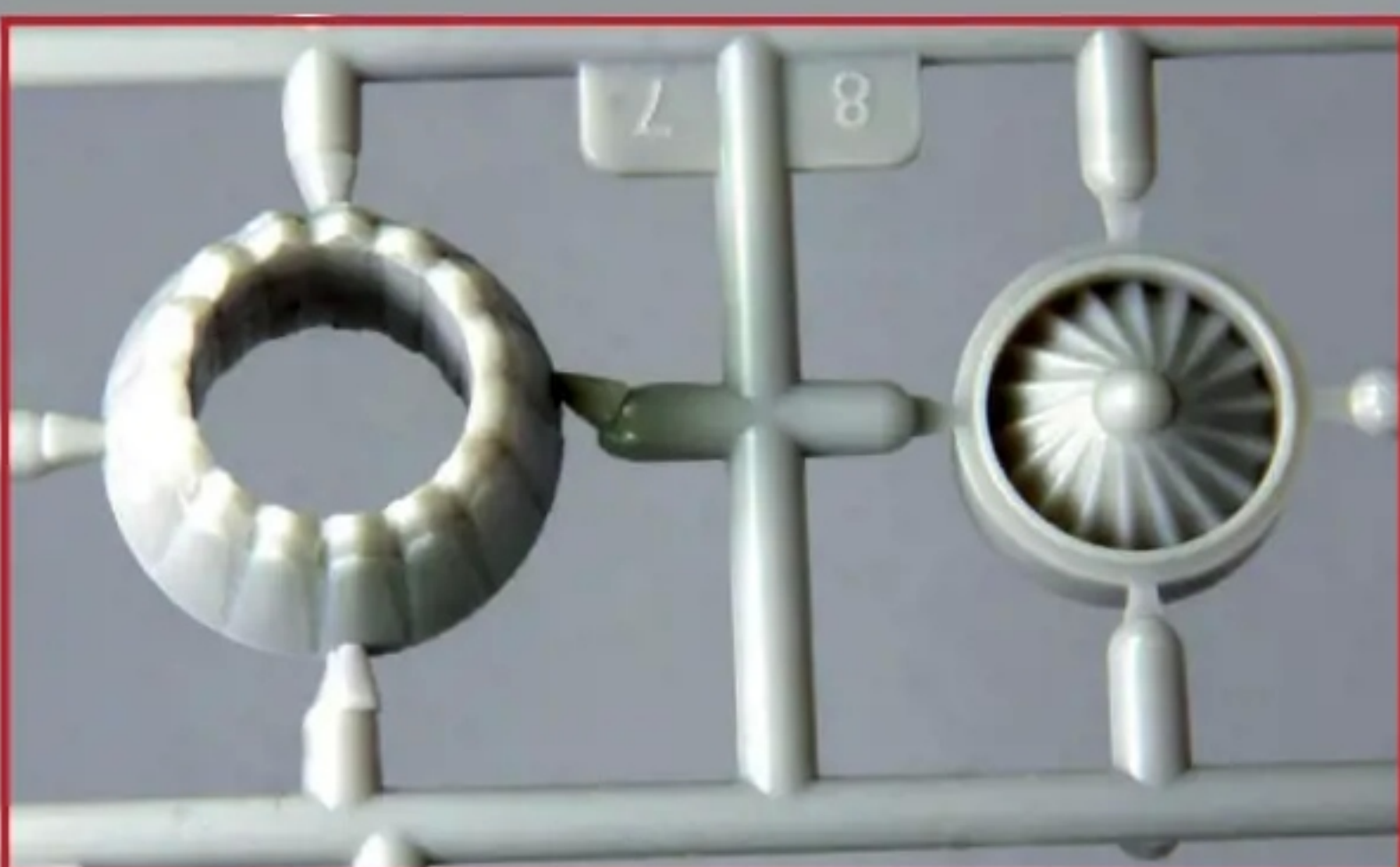
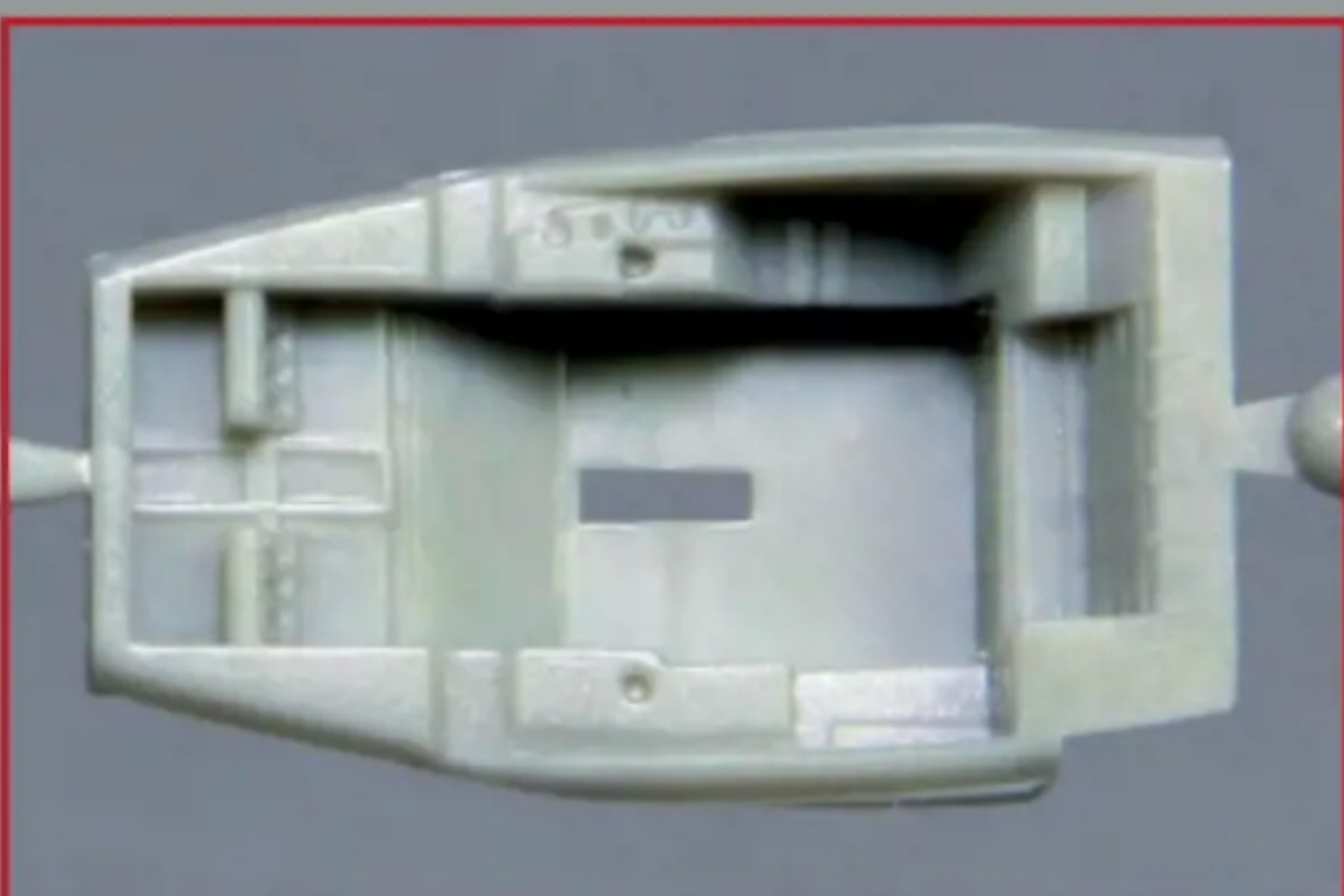
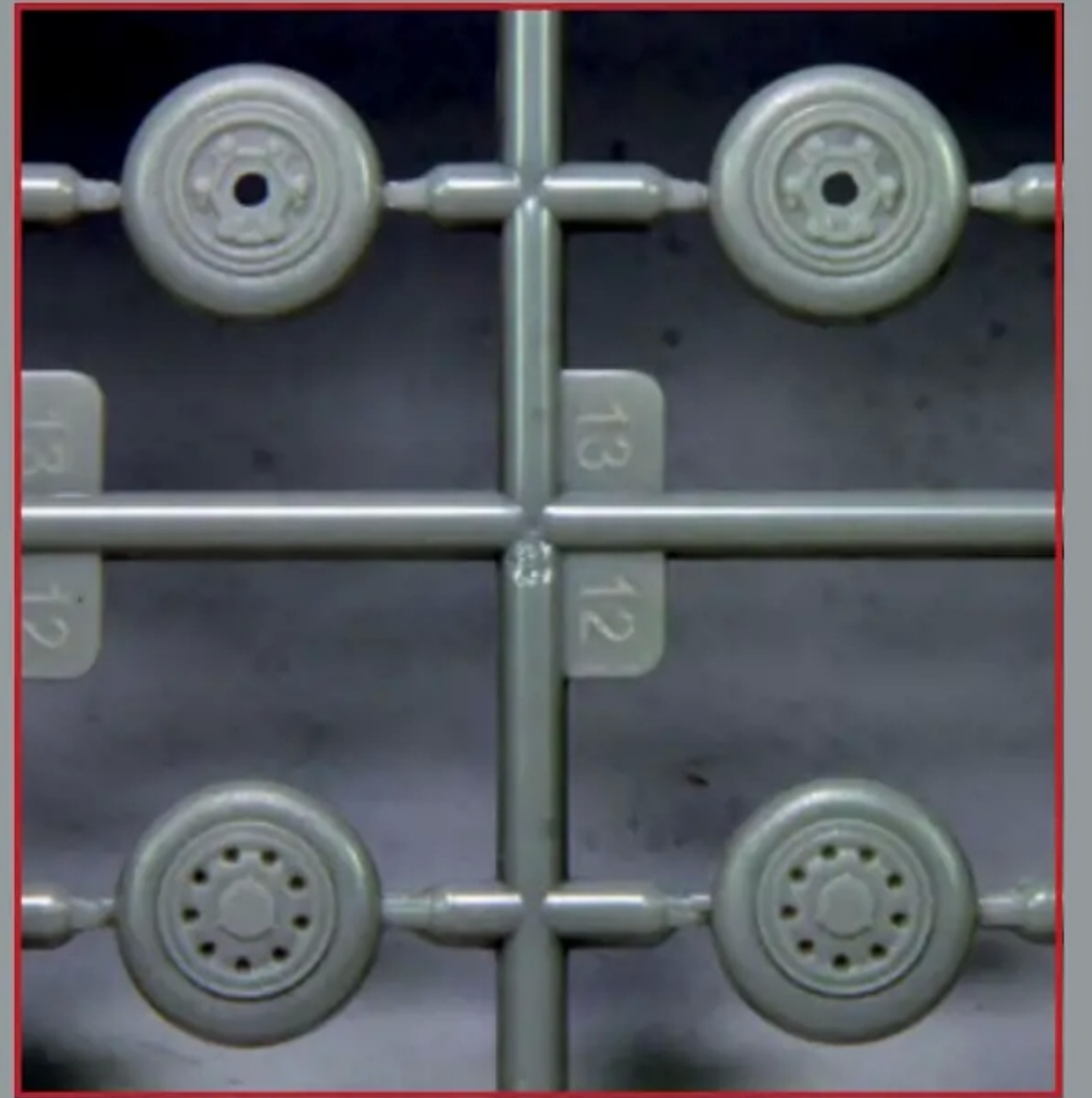
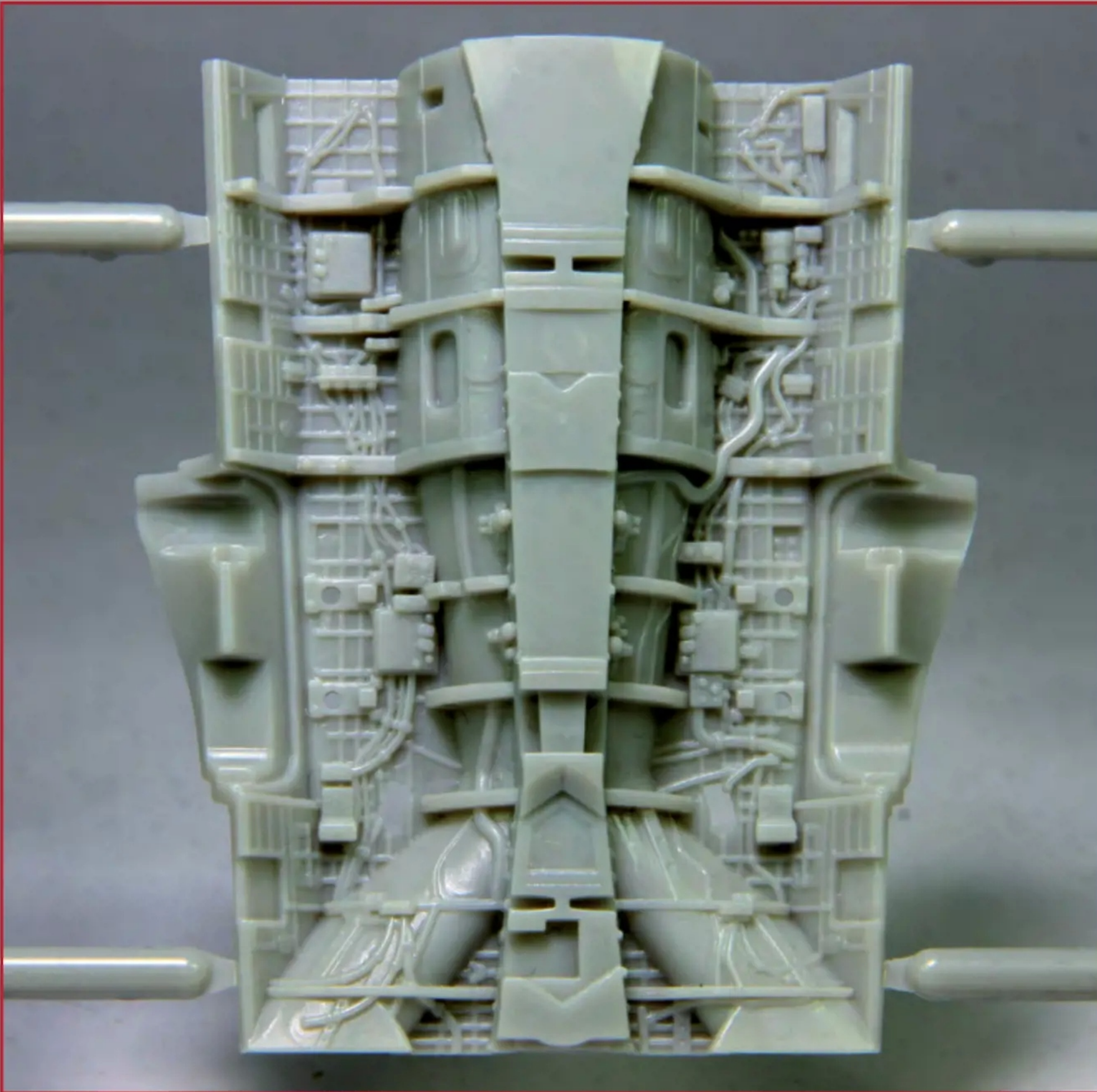
### IN THE BOX

The kit itself comprises a total of 143 parts including three clear ones (although the canopy needs tinting as per the real aircraft) and you get a complete weapons bay plus a fair bit of ordnance to put inside it and to hang on the wing pylons. The weapons include AIM-9X Sidewinders, AIM-120C-7 AMRAAM, GBU-12 Paveway II and GBU-31(V)2/B JDAM.

The flaps may either be positioned up or down (more about those later), there is an ▶









# BUILD PREVIEW

Revell 1:72 Lockheed Martin F-35A Lightning II • Kit No. 03799-0379

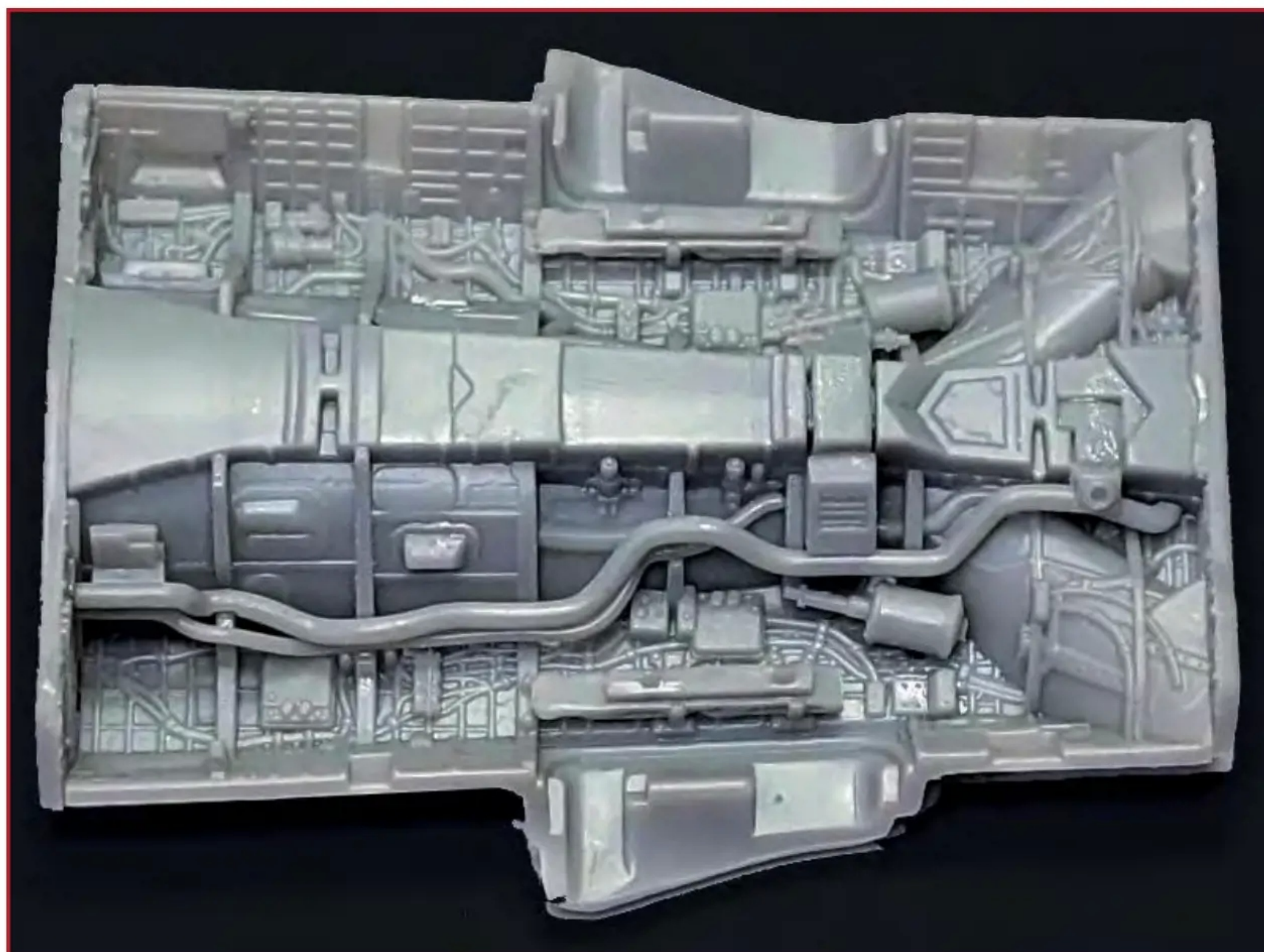
◀ optional boarding ladder for the pilot and what I thought was a nice addition are FOD covers for the intakes and exhausts. Interestingly, Revell has included a brake parachute housing for the upper rear fuselage (part C72) so this means that future releases of the kit will have markings for Norwegian and Danish aircraft as the system is currently being tested.

The cockpit is fairly bland, just like the real aircraft, but I believe the production kit will have decals for the instrument panels - I only received the sprues.

The ejection seat is not too bad but I would wait for an aftermarket item that is tailored to fit the kit. A pilot is also included.

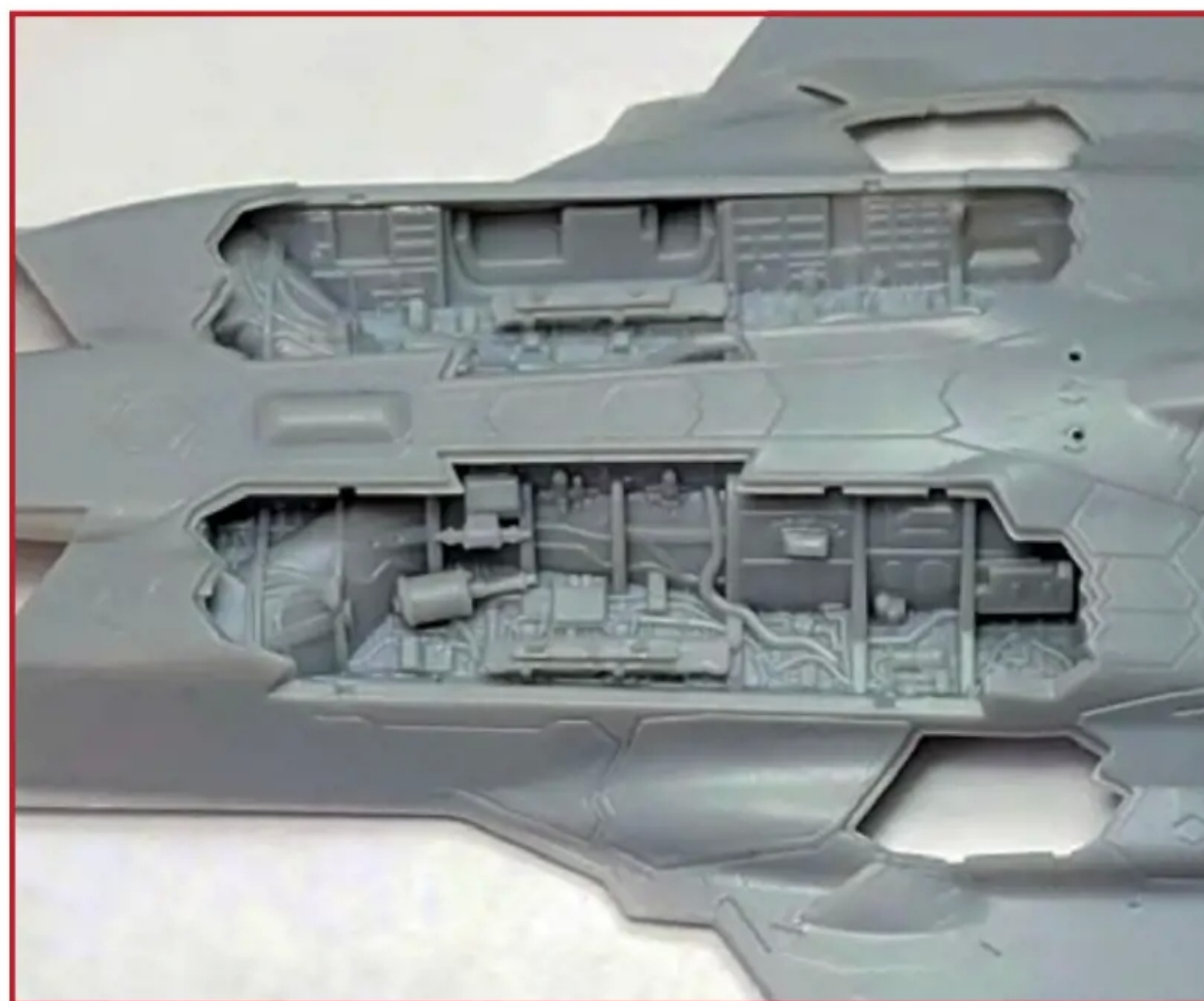
The canopy and sensor housing under the nose are well moulded with no blemishes. There are no separate navigation lights for the wing tips, these being moulded solid into the wings.

According to the instructions you will have two decal options in the production kit, the first being a US Air Force F-35A from the 495th Fighter Squadron, 48th Fighter Wing based at RAF Lakenheath here in the UK and a German Luftwaffe aircraft from the Taktisches Luftwaffengeschwader 33 based at Buchel Air Base in Germany. The latter is an interesting choice as at the time of writing, German F-35s that are being built in the US are not due to be delivered until 2026 with the first aircraft arriving in Germany in 2027.

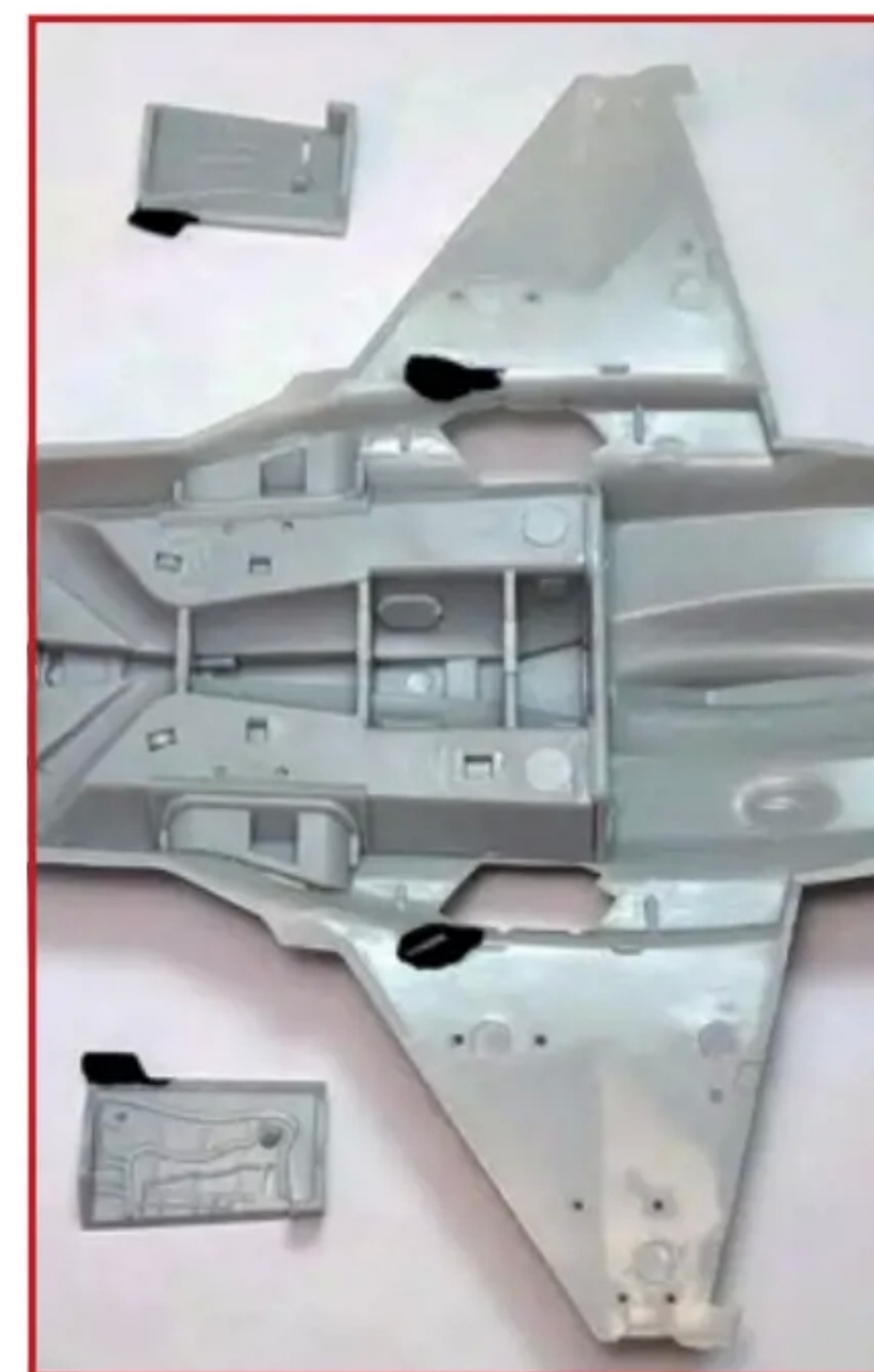


The excellent assembled weapons bay. After painting, a pin wash will really accentuate the detail.

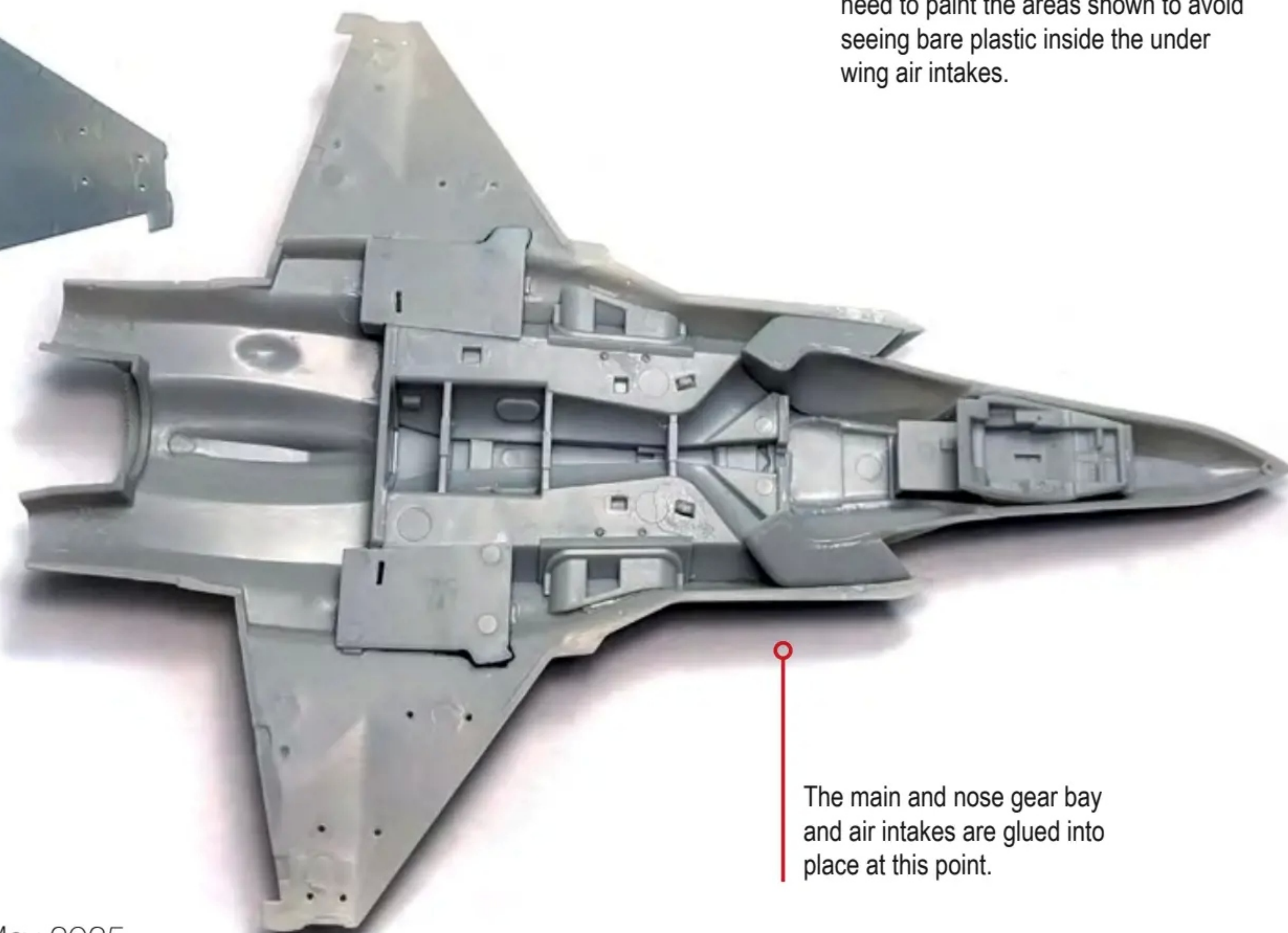
The lower fuselage with holes drilled for the pylons and Luneberg Lenses.



The weapons bay fitted into the lower fuselage.



Before fitting the main gear bays, you need to paint the areas shown to avoid seeing bare plastic inside the under wing air intakes.



The main and nose gear bay and air intakes are glued into place at this point.



## THE BUILD

Onto the build then and it starts with the weapons bay. This is quite detailed and after painting the white base-coat, a pin wash will certainly enhance it. The air intakes are next and if you are not using the supplied covers then I would recommend spraying the interiors white as they are very difficult to paint due to the design of the aircraft.

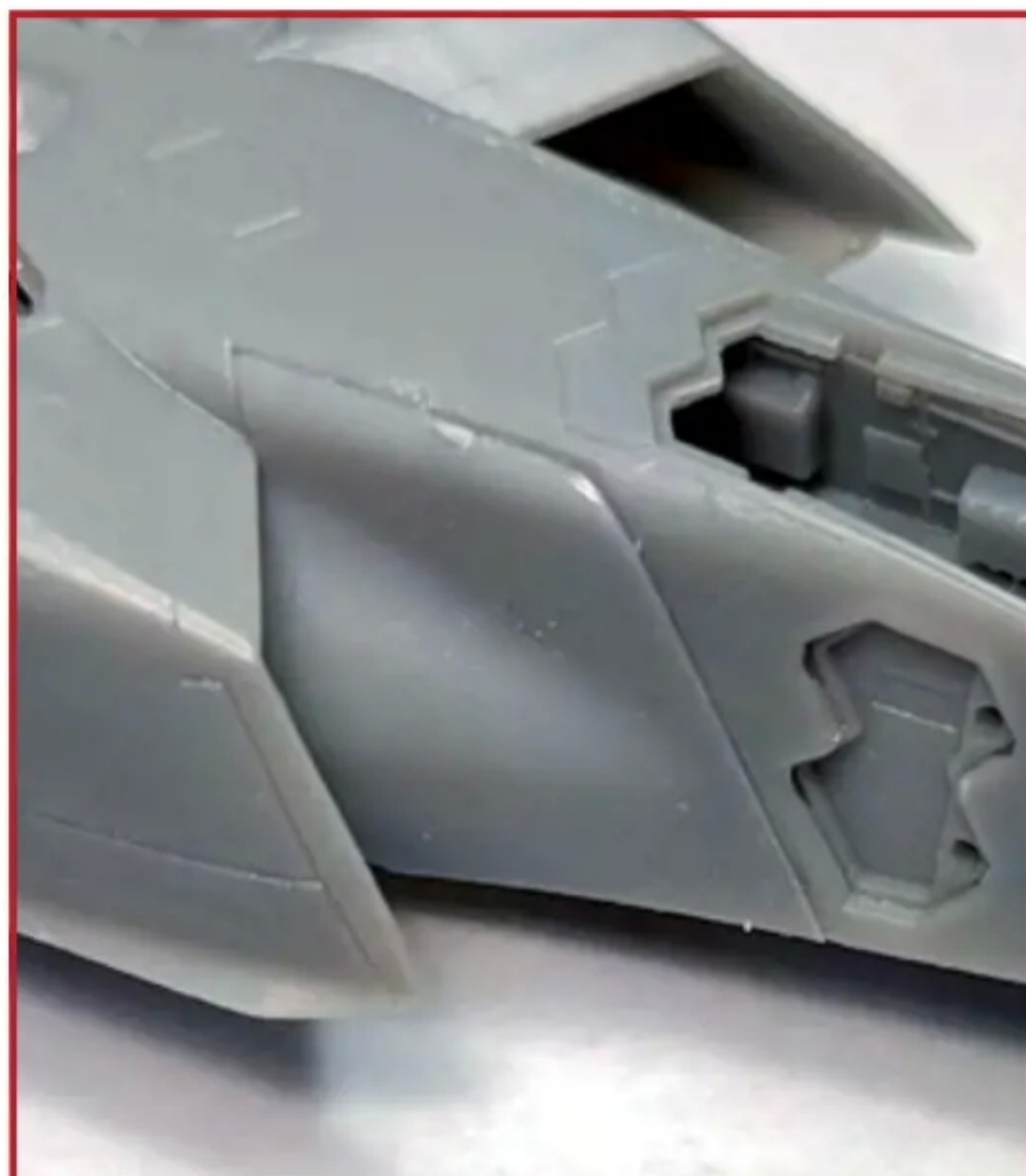
Step 10 shows the three configurations available; stealth mode (no weapons or pylons), air to air mode with two outer wing pylons and AIM-9X missiles and finally 'beast mode' that features a full weapons load-out. Step 11 shows the holes to drill out depending on the choice of weapons and pylons being fitted plus the holes for the "Luneberg lenses" that are fitted to the aircraft to make it show up on radar during peacetime flying. Although the instructions state that a 0.8mm drill is used, I had to use a 1mm drill due to the thickness of the locating pins.

Steps 12 and 13 show the fitment of the weapons bay, main gear wells and air intakes. The intakes proved to be tricky to get a nice joint with the forward fuselage and in hindsight, I should have removed some material from the locating tab on the forward fuselage. I didn't and ended up having to use filler to blend in the joins. I would also recommend painting the forward parts of the main gear bays black as these will be visible through the air intakes under the wings.

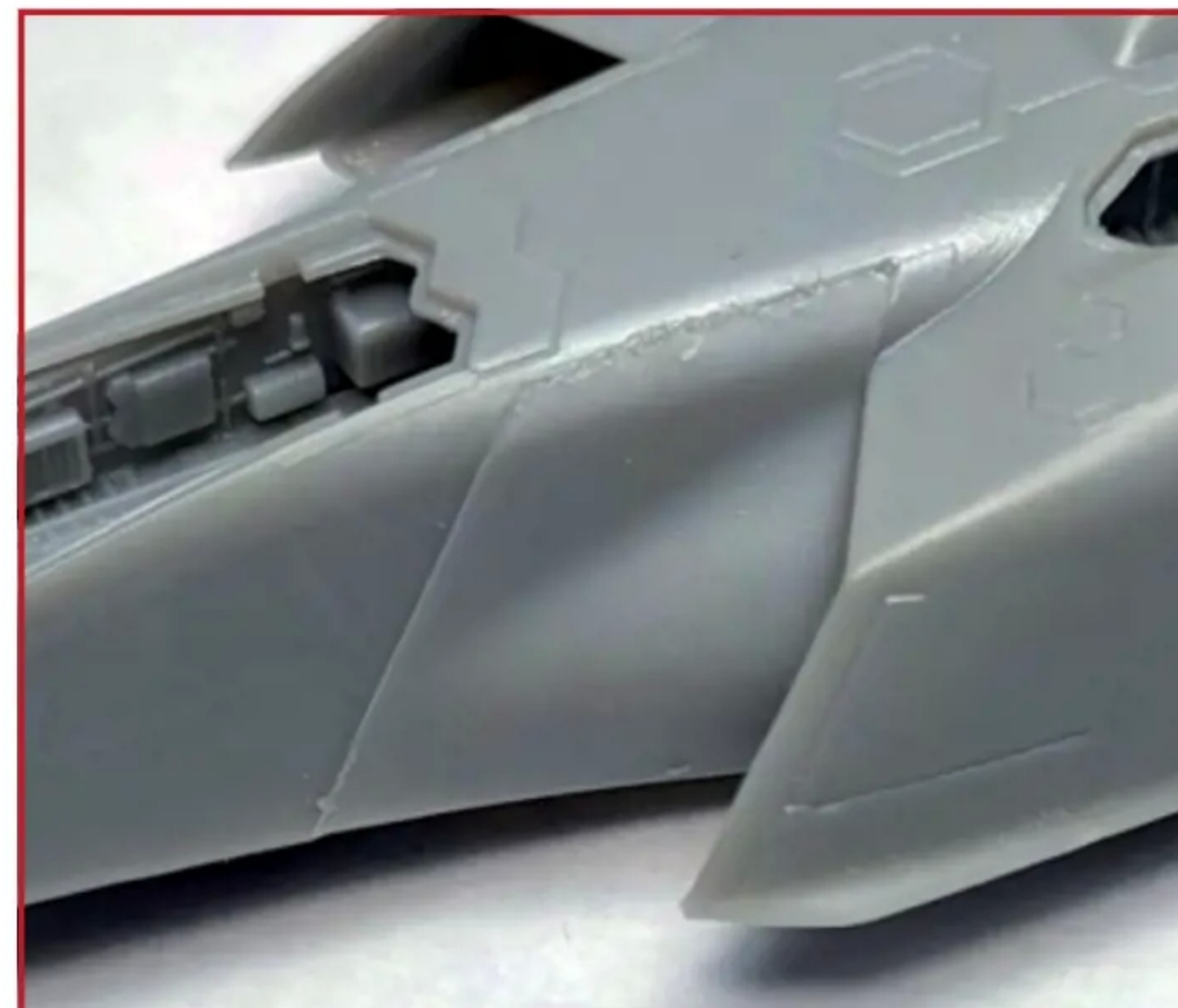
The nose gear bay and cockpit is fitted next and the instructions have you drill out the locating holes in the upper fuselage for the Luneberg lenses and brake parachute housing, however brake chutes will only be fitted to Norwegian and Danish aircraft so ignore the instructions unless you have decals already. The instructions also direct you to add 20 grams of weight to the nose but you can also ignore this as the model is not a tail sitter.

The jet exhaust is moulded as one piece and is pretty good. The upper and lower fuselage halves are finally glued together but watch out for the mould-pin marks on the interior surfaces of the wings as these will stop you getting a good fit.

Now we come to the flaps (steps 23 to 28) and if you are depicting them in the up position then all well and good. The problems start if you want the flaps down as you are going to have to do some work. The problem is where the flaps meet the wing as the trailing edges are moulded solid and the flaps will just not fit. To fix it, the trailing edges of the wings need drilling out near the fuselage and the holes made need thinning down quite substantially. The leading edges of the flaps also need to be sanded down (parts B62 and B63) so that they will eventually fit into the holes on the trailing edges. It was a fair bit of work but worth it as personally speaking I like to see flaps and slats on aircraft down and out. ►



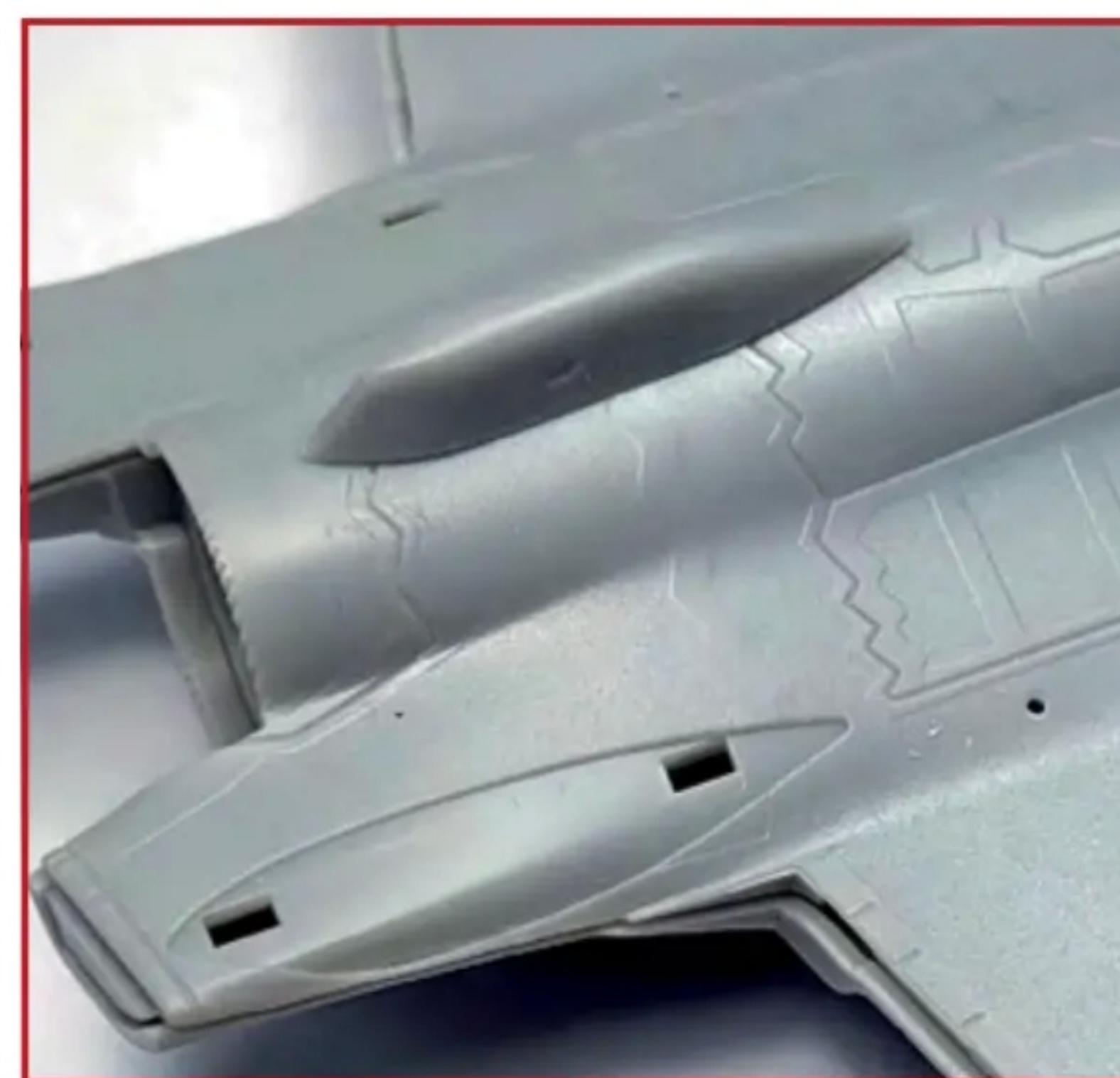
The fit of the intakes wasn't the best and in hindsight, I should have removed some material from the lip where the intakes joins the forward fuselage.



The starboard intake was a better fit but it still needs some material removing. You can also see in the picture the incomplete panel lines on the fuselage side.



The sensors on the lower front fuselage.



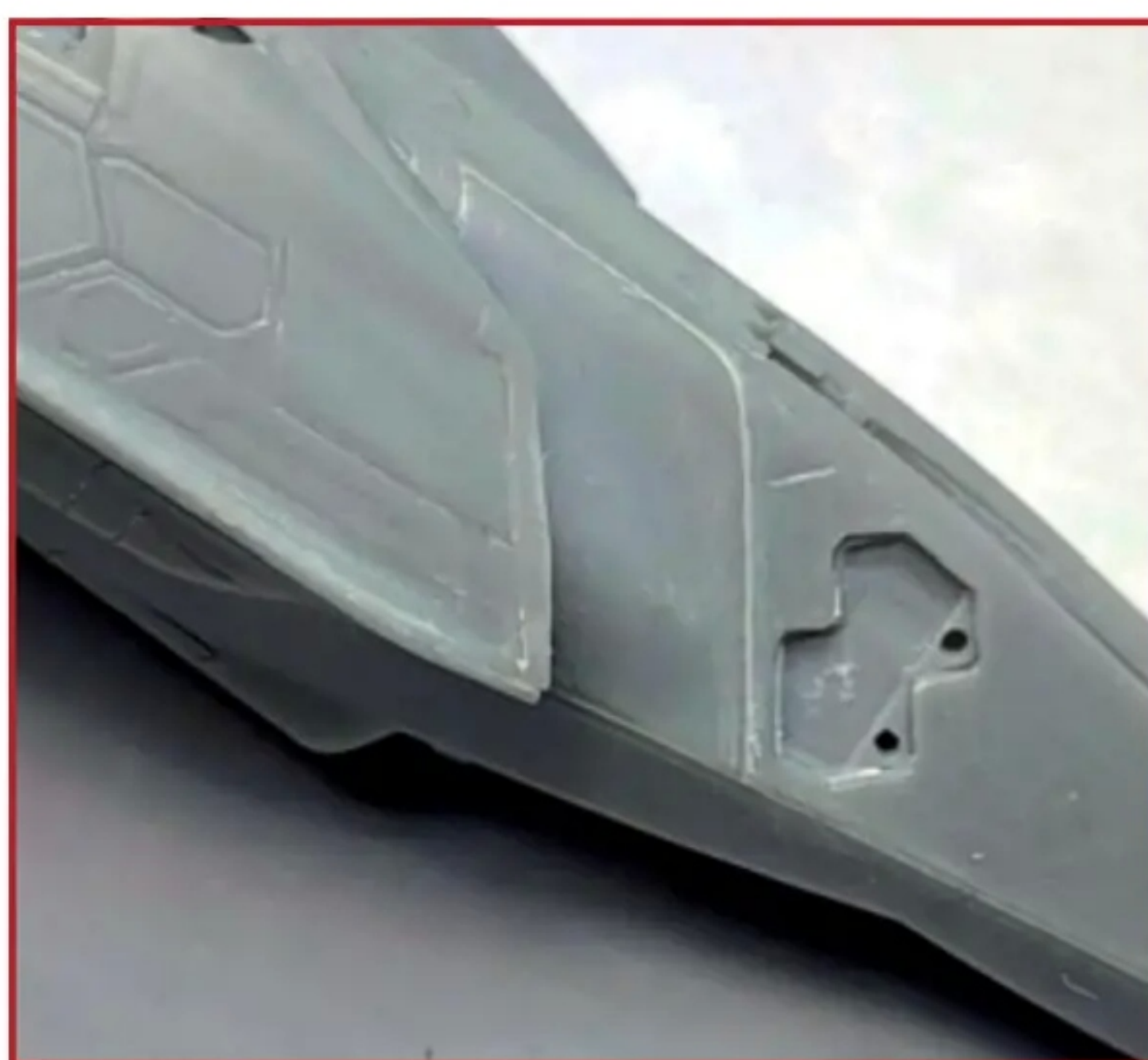
This is the cover for the braking parachute and is an optional part for any future Scandinavian decal options.



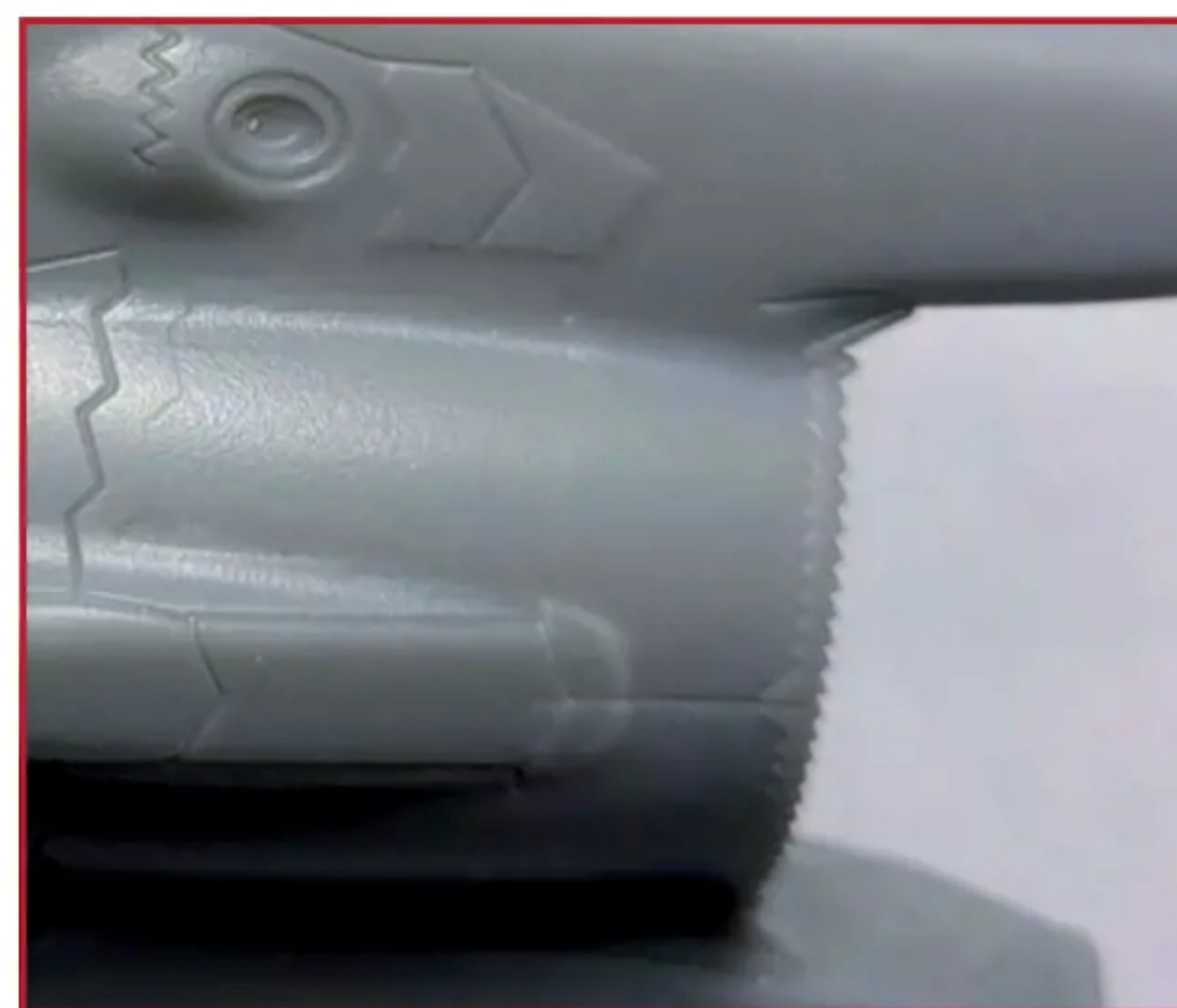
Before joining the upper and lower fuselage halves, these mould-pin marks need sanding back on both sides to ensure a good fit of the wings.



Mr. White Putty was used to fill the gaps around the intakes as it can be removed by wiping it with IPA (IsoPropyl Alcohol) rather than sanding and destroying the surface detail.



The excess putty has been wiped off resulting in a better join and no loss of any surface detail.



This shows the absence of any of the RAM panelling around the lower rear fuselage. I did try and make it using strips of thin plastic strip but it didn't work out.



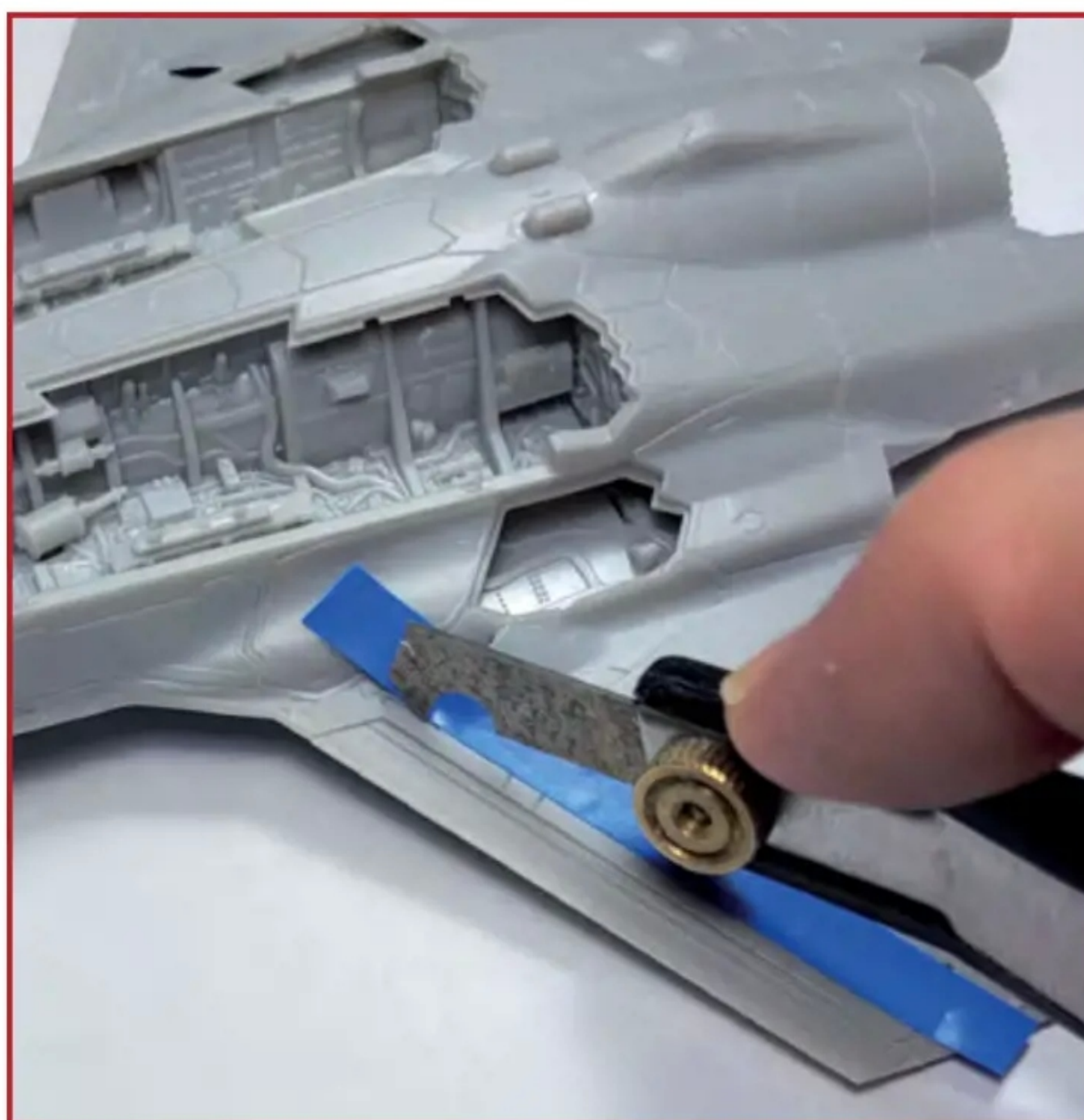
# BUILD PREVIEW

Revell 1:72 Lockheed Martin F-35A Lightning II • Kit No. 03799-0379

◀ The assembly of the undercarriage parts was pretty straightforward although they did feature some fairly prominent seam lines that needed careful removal with a scalpel. I also found that the nose bay door retraction struts were quite chunky in appearance plus the nose bay doors also need cutting in two if you are having them open.

The doors for the weapons bay are supplied as either closed or open which is handy as you can use the closed doors as paint masks if you are having the weapons bay open. The biggest issue here is the thickness of the open doors as they look like they are made of armour plate and to me they completely spoil the appearance of the model. They could be sanded down I guess but it will be pretty laborious to do.

The last elements of construction include fitting the weapons, ejection seat, boarding ladder, lower front fuselage sensor housing and canopy and that was pretty much it. ▶



Some of the missing panel lines were re-scribed using a Tamiya scribing tool and insulation tape as a guide.



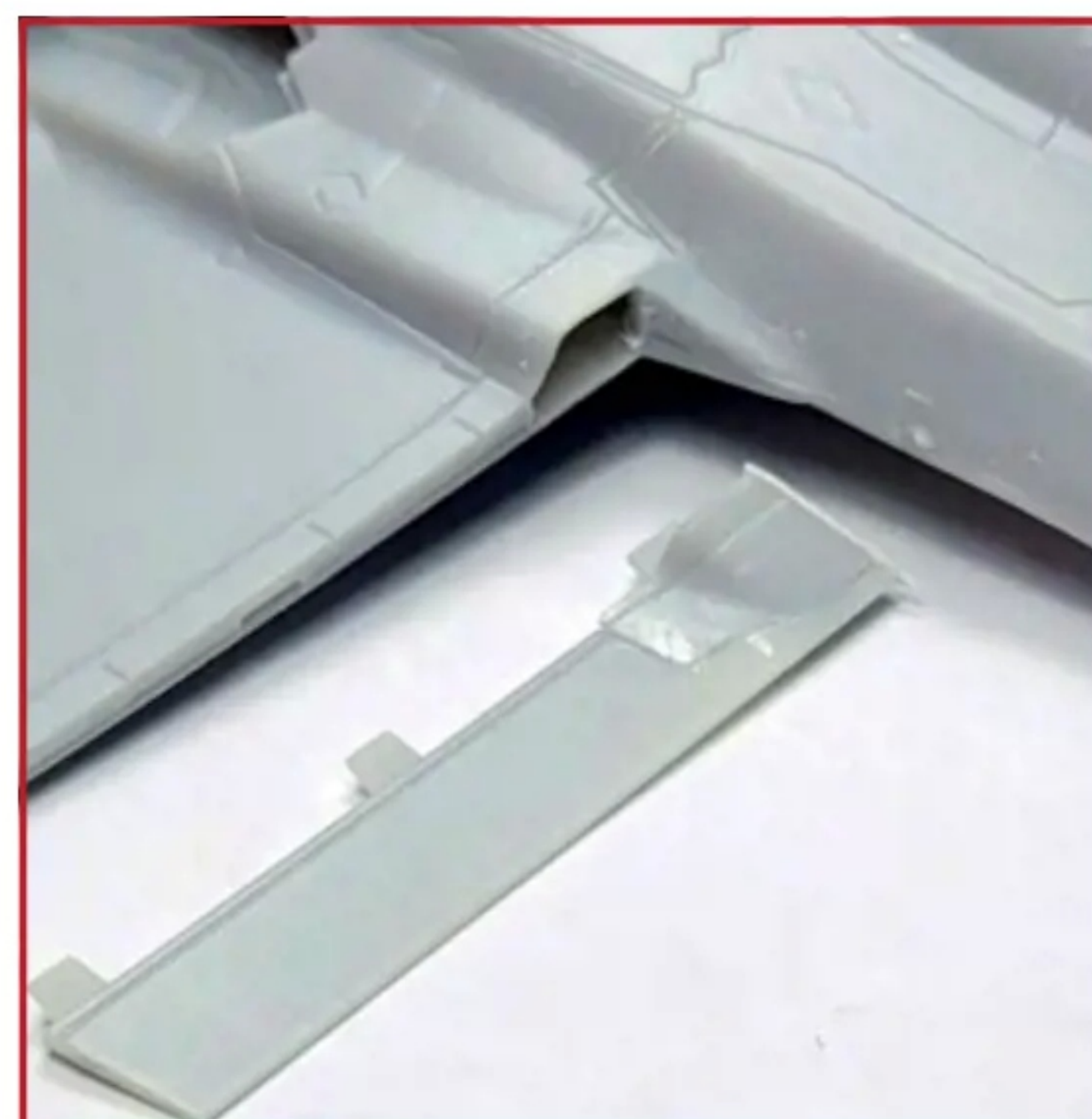
Displaying the flaps in the down position was problematic, the issue being that the trailing edge of the wing was moulded solid.



The picture shows a marked area as you need to remove the material and substantially thin down the edges.



The material was removed and the edges thinned down.

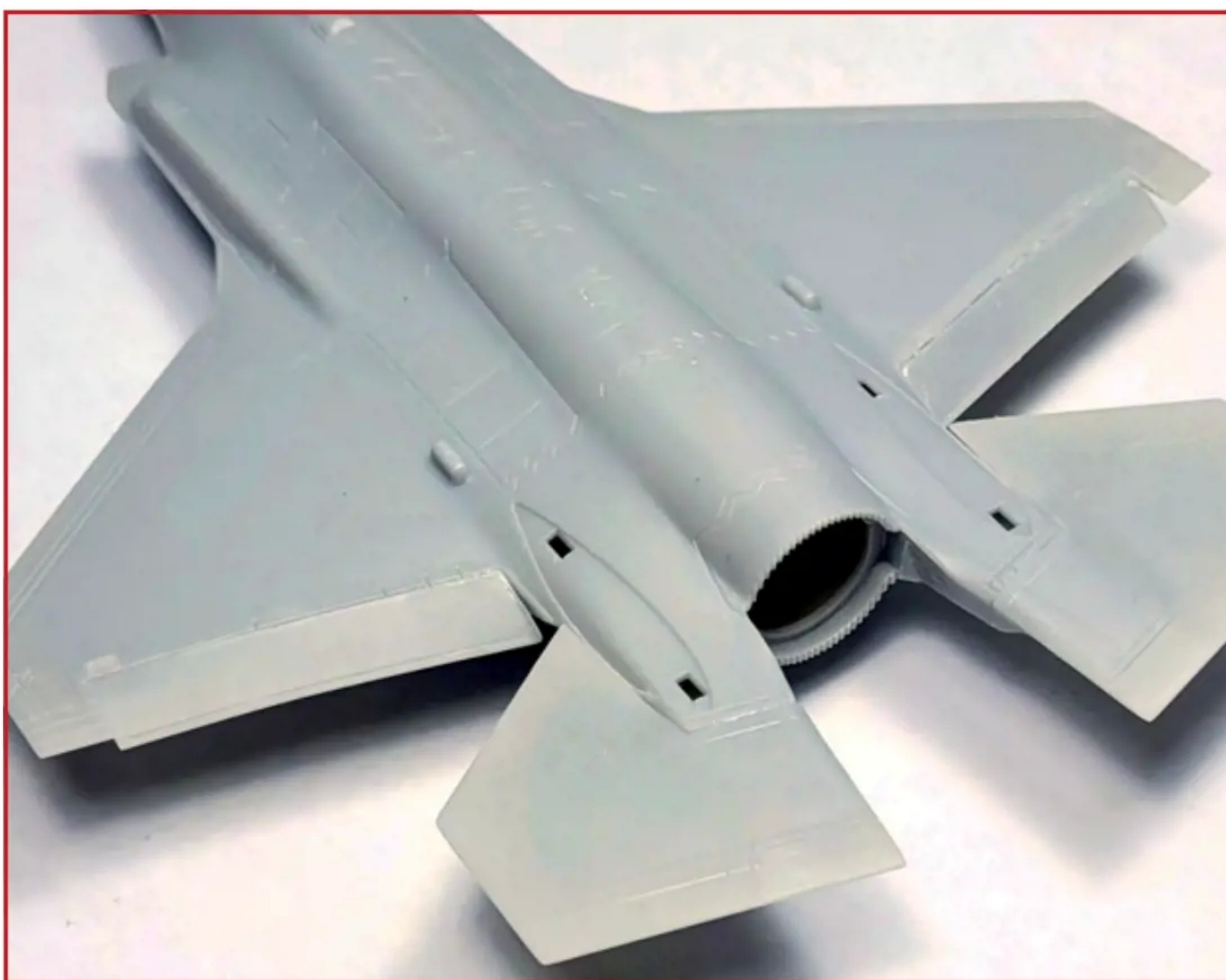


The raised part of the flaps also needed sanding down plus the ends of the flaps needed blanking off with plastic strip tp prevent a see-through effect.

***The doors for the weapons bay are supplied as either closed or open which is handy as you can use the closed doors as paint masks***

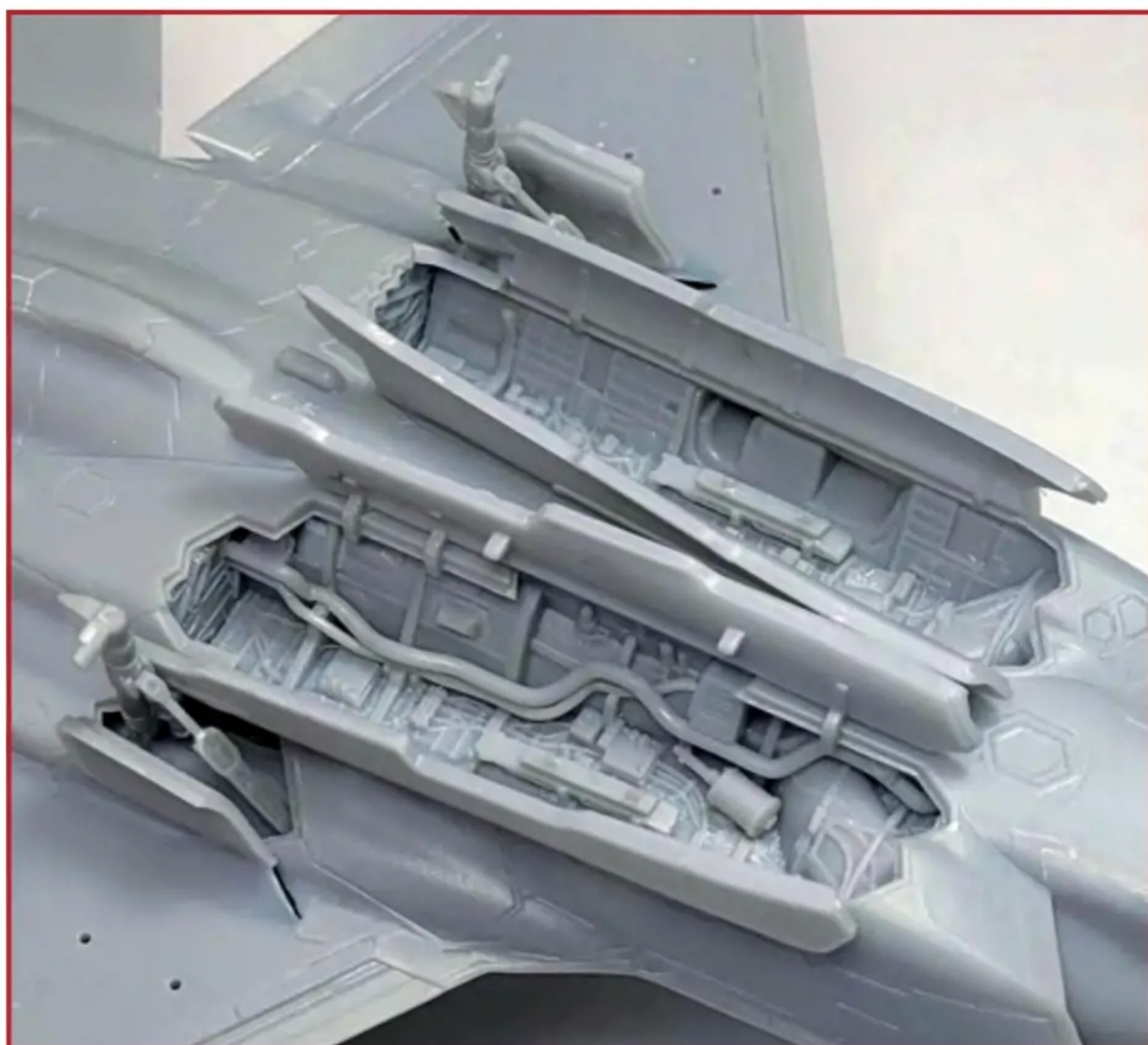


With the work done, the flaps were glued into place.

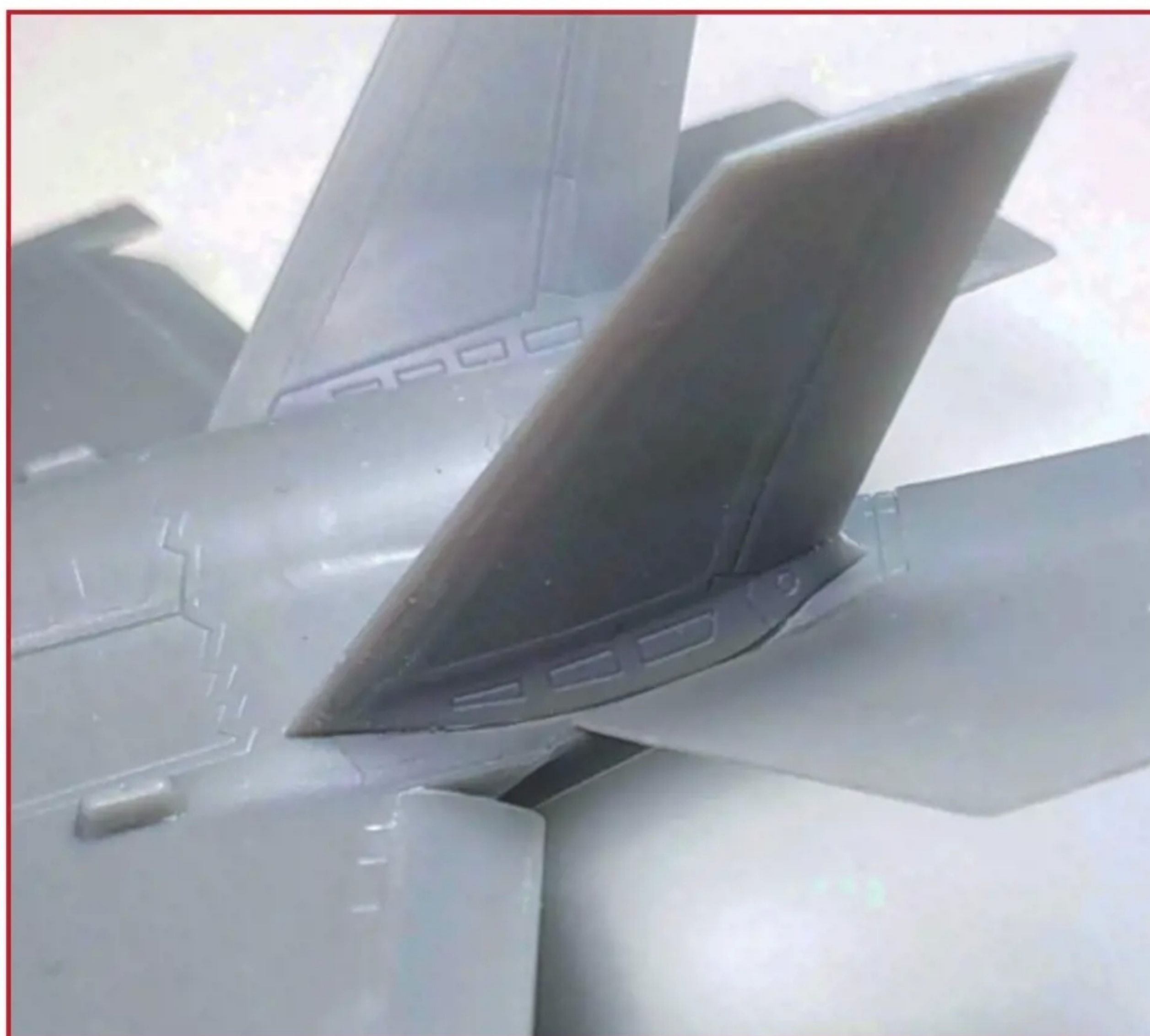


Another view showing the flaps in place as well as the stabilizers.





As this was a build review, I elected to glue all the gear bay and weapons bay doors in place but I was very surprised at just how thick these parts were.



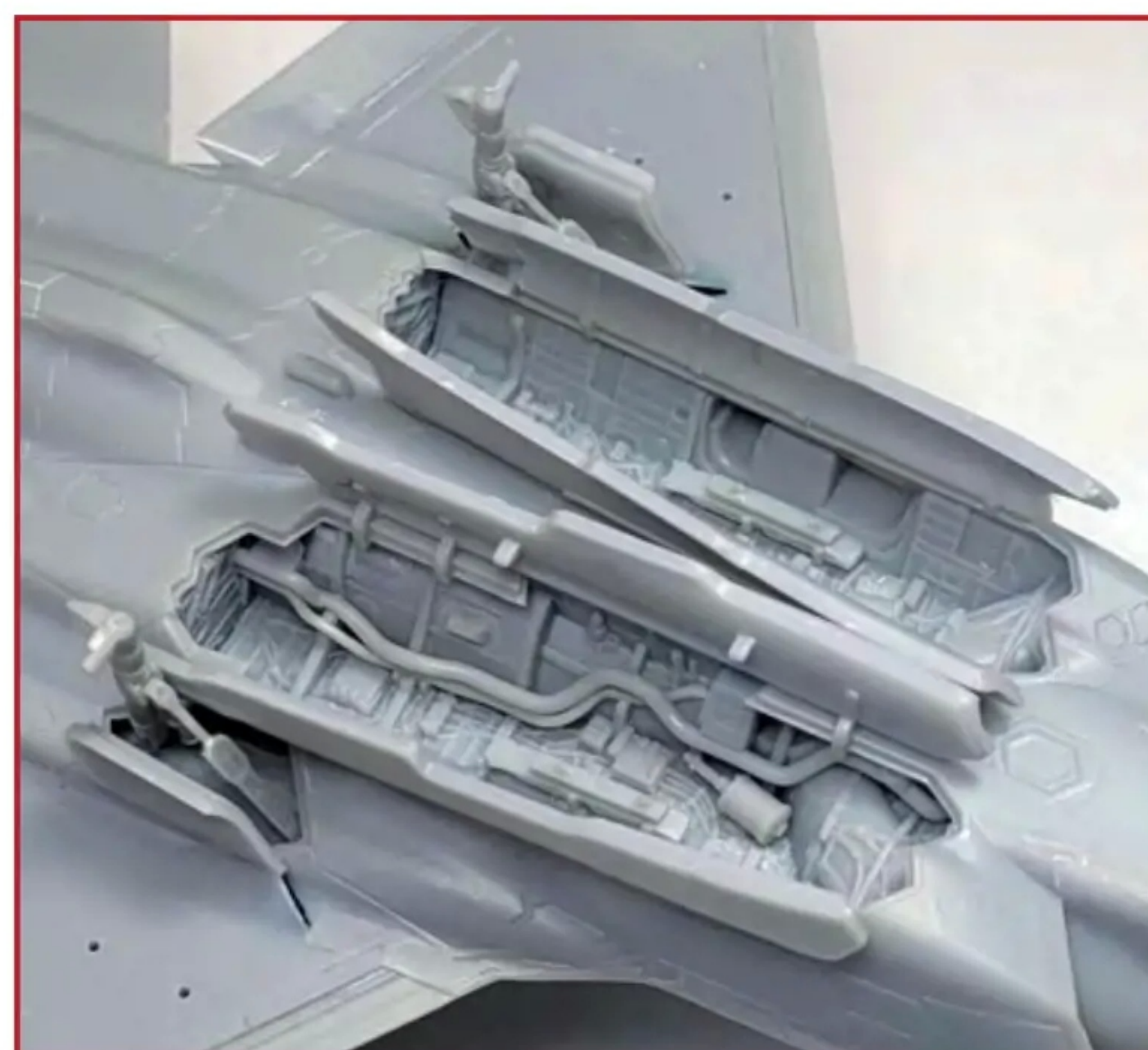
The fit of the tail fins wasn't too bad but could do with some filler around the bases of them.



The retraction mechanisms for the nose gear bay doors are quite chunky and need thinning down or replacing with etch when a set becomes available.



The oleo links for the undercarriage are quite thick and also need thinning down.



Another view of the weapons bay.

The ejection seat supplied in the kit.

The pilot.

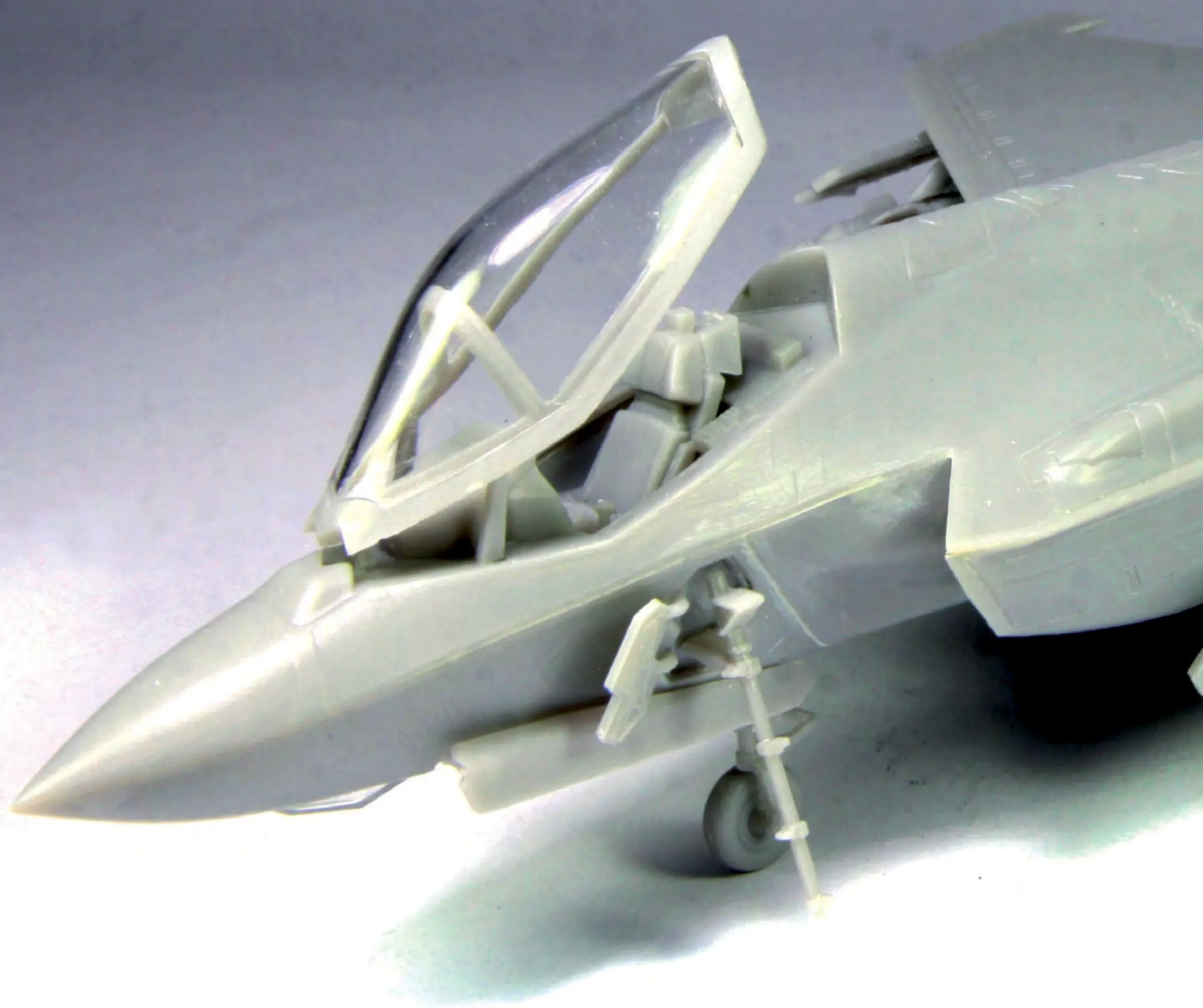
The end of the exhaust is one piece and will be tricky to mask and paint.

A nice feature of the kit is the inclusion of blanks for the air intakes and as shown here the exhaust.



# BUILD PREVIEW

Revell 1:72 Lockheed Martin F-35A Lightning II • Kit No. 03799-0379



## ◀ CONCLUSION

In summary, Revell's new 1:72 scale F-35A is not a bad little kit. You get a very detailed and busy internal weapons bay, full weapons load-out, brake parachute housing for future Scandinavian aircraft, intake and exhaust blanks and the option of deployed flaps.

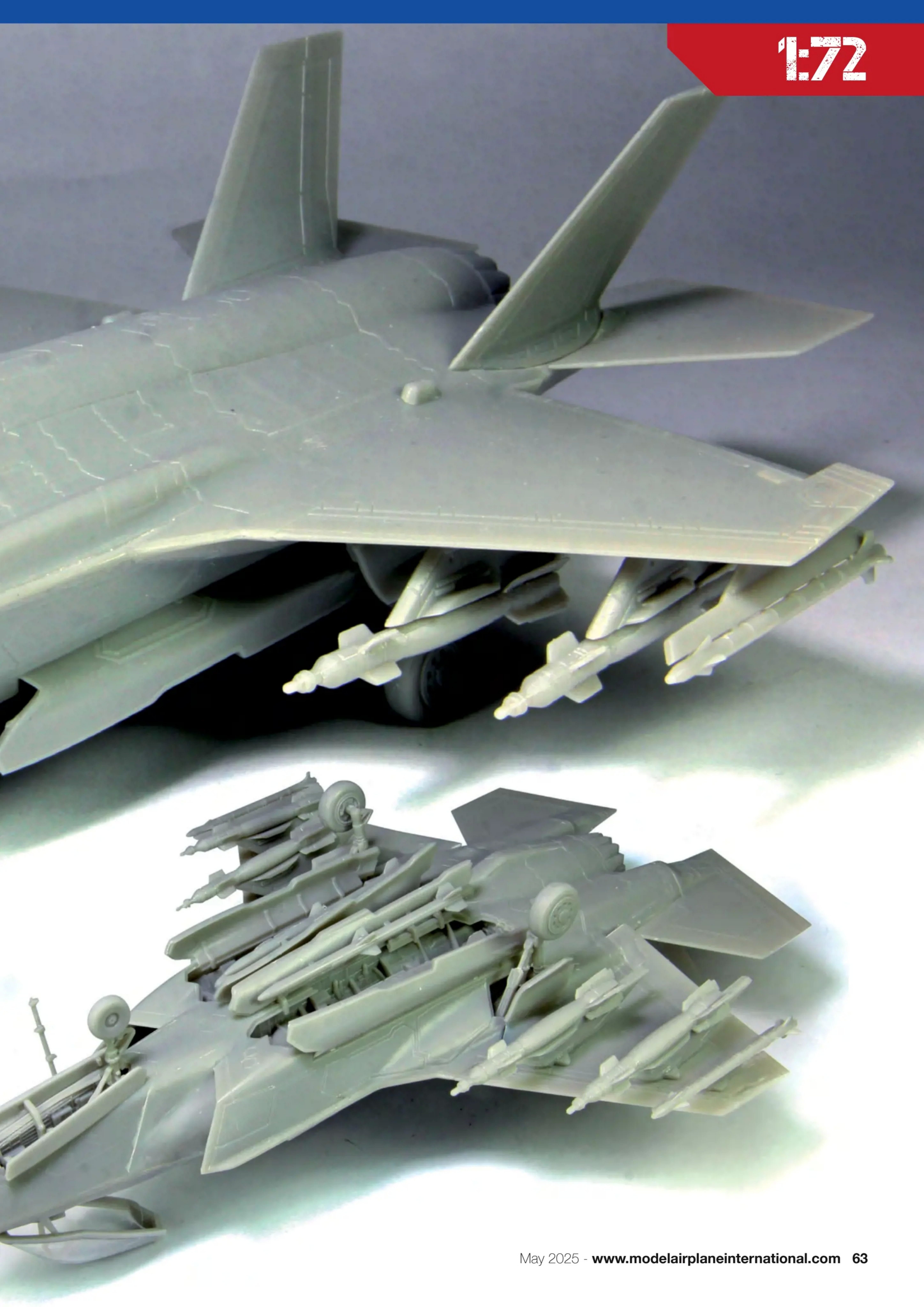
However, some details and areas such as the flaps, weapons bay doors, boarding ladder and retraction struts for the nose bay doors lack refinement and could have been better.

I was disappointed with the panel lines and lack of RAM panelling around the lower rear fuselage but as I said earlier, this may be because my kit is a pre-production sample and hopefully these issues will be addressed on the production kit when it eventually hits the shops.

It all boils down to what you want from an F-35A model.

Many thanks to Revell Germany for the review sample. ■







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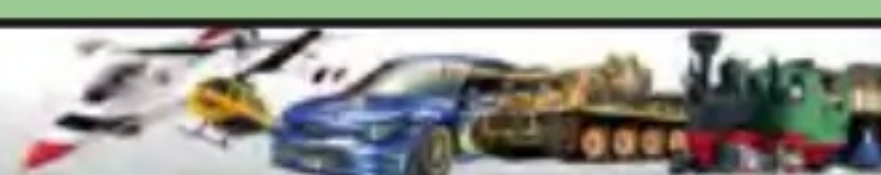
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# FINAL THOUGHTS



## FLIGHT OF THE GRAY EAGLE: HOW A PROVEN PLATFORM EVOLVES

**M**uch like the U.S. Army it supports, the Gray Eagle uncrewed aerial system is constantly evolving.

Today's Gray Eagle 25M and Gray Eagle Short Takeoff and Landing variant, also known as Gray Eagle STOL, are the most capable aircraft in their class anywhere in the world. Their capabilities have been achieved through continuous enhancements and upgrades, building brick on top of brick to reach new heights by standing on the firm foundations of what came before.

Iterating based on proven increments lets the Army and other users gain a new level of performance with the lowest amount of risk. That's been the Gray Eagle story since the beginning. Earning its reputation during counterinsurgency operations while adapting both the aircraft and its capabilities to large-scale combat operations demonstrates true transformation in contact—a top Army goal for now and the coming years. The Gray Eagle continues to be a relevant asset deployed in every area of conflict with U.S. or coalition soldiers.

The first aircraft grew out of the original Predator®. The Army sought a new unmanned aircraft to support commanders' battlefield needs in the ongoing conflicts in the Middle East. But the new platform, initially nicknamed the "Warrior," quickly took on its own identity.

One reason was that the Gray Eagle did not have a turboprop engine. Instead, it flew with a heavy fuel piston aircraft engine that responded to the Army's single-fuel approach in the battlefield concept. This enabled the aircraft to burn either jet or diesel fuel,

simplifying logistics for units as they operated in expeditionary environments.

Another reason was that the Gray Eagle was purpose-designed to be flown by an Army cadre of enlisted Soldiers. This didn't require traditional aircraft-style stick-and-rudder flying. Instead, Soldiers would use highly automated controls to fly the Gray Eagle from a laptop or similar hardware.

Gray Eagle would take off and land automatically through secure line-of-sight links with no need for operator interaction and conduct its beyond-line-of-sight mission via satellite communications, providing the Army multiple command and control options in contested environments. Gray Eagles have recorded hundreds of thousands of these automatic takeoffs and landings, demonstrating advanced levels of automation and autonomy.

The success of the Gray Eagle quickly induced the Army to support additional upgrades. An extended range model doubled its range and endurance, thus providing the key discriminator for reconnaissance, surveillance, and target acquisition missions: persistence. The ability to observe, report, detect, and influence threats both kinetically and non-kinetically, from a single platform, with the unblinking eye of an array of long-range sensors, is one of the keys to creating overmatch for ground forces. One test aircraft flew for nearly two days nonstop in a demonstration above Southern California.

As the Gray Eagle was improving, the Army was adapting to it, too. The service began to pioneer the doctrine and systems for what is now known as manned-unmanned teaming,

pairing Gray Eagle with the purpose-built AH-64E Apache Guardian attack helicopter. Crew members aboard these aircraft could seamlessly transmit and receive data from the Gray Eagle and even take control of the payloads or the aircraft if necessary.

Manned-unmanned teaming enables both aviation and ground forces to work together in ways that weren't possible before. A flight of Apaches might use Gray Eagles to observe distant targets to coordinate their approach. An infantry unit might guide one sensor to confirm a target. At the same time, the onboard synthetic aperture radar might detect inbound threat drones and send tracking data to a shooter—or Gray Eagle might employ its own onboard systems against the threat.

Building on these practices is what has brought manufacturer General Atomics Aeronautical Systems to the newest and most capable variant: the Gray Eagle 25M (GE 25M).

With an improved heavy-fuel engine, greater onboard power, significantly reduced maintenance, and other refinements, including an expeditionary laptop-based ground control station, GE 25M epitomizes the Army's concept of transformation in contact and is the Gray Eagle the Army needs for the future fight.

Staying with manned-unmanned teaming, GE 25M's modular open system architecture incorporates rapid, low-risk, low-cost integration of current and future applications, including a new breed of air-launched effects and long-range sensors. These additions increase the survivability of both the aircraft and the troops it supports while preserving all the multi-mission capabilities of the Gray Eagle. ■





TAMIYA 1:72 LOCKHEED MARTIN F-35B LIGHTNING II • KIT NO.60793



## TAMIYA'S 1:72 F-35B: A LOVELY LITTLE LIGHTNING!

Tamiya's 1:72 F-35B joins the 'Scale Warbird Collection' of fighting aircraft

**T**he Lockheed Martin F-35B Lightning II is operated by the Royal Air Force's famous 617 Squadron 'Dambusters', United States Marine Corps, Italian Navy, Italian Air Force, Royal Australian Air Force, Belgian Air Force, Japan Air Self-Defence Force, and the Republic of Singapore Air Force. The kit encompasses all the astonishing detail and accuracy of its bigger 1:48 cousin, a model that was featured back in Tamiya Model Magazine Issue 339, January 2024.

The new version takes in all the design changes for the B-model, most notably that huge intake door behind the cockpit, the inner face of which is often adorned with the flag of the operating nation. Inside that door, Tamiya have recreated an astonishing amount of detail and the same is true of the '3BSM' (3-Bearing Swivel Module) engine exhaust nozzle that can be positioned in the 'hovering' mode. It is

covered in amazing detail and just needs some creative paint work to bring it to life.

Two modes can be chosen by the modeller: hovering, with open intake door, downward-facing exhaust nozzle, extended undercarriage leg struts and scissor-links, and 'landed' mode, which uses a different set of undercarriage parts in the 'compressed' configuration (with closed scissor-links) to depict the aircraft's weight pressing down on the legs: an important observation by Tamiya's designers. This is another wonderful achievement from Tamiya, and an exquisite replica of this extraordinary fighter and one of the best 1:72 kits ever created. ●

### Availability:

Tamiya models, paints, materials and accessories are widely available from good model shops and online. UK import and distribution by The Hobby Company Limited; [www.hobbyco.net](http://www.hobbyco.net)

### Kit features:

- Wingspan: 148mm
- Fuselage length: 215mm
- Distinctive F-35B design featuring both highly advanced stealth characteristics and STOVL is authentically captured in style, with ergonomic parts breakdown
- The modellers can choose one of two assembly modes: landed or hovering
- Realistic renderings of half-open inner weapon bay doors and interior details such as ribs and pipes
- Lift fan is integrated with nose landing gear bay and the variable vane underneath is recreated in detail
- Shorter than on the F-35A, the engine nozzle is recreated by a single part
- The 3BSM (3-Bearing Swivel Module) is faithfully recreated with a specially designed parts breakdown for this kit
- Y-shaped air intake duct for highly advanced stealth characteristics
- Martin-Baker US16E ejection seat
- RCS (Radar Cross Section) enhancers affixed to top and bottom sections during basic training exercises
- Five marking options from a total of three countries: United States Marine Corps, Royal Air Force, Italian Navy
- Includes painting masks and colour painting guide
- Refined recreation of RAM (Radar Absorbent Material)
- Includes AIM-9X Sidewinder x2, AIM-120C AMRAAM x2





# F-35<sup>®</sup> LIGHTNING II<sup>®</sup>

**1/48**  
SCALE



**F-35<sup>®</sup>A**

61124  
Lockheed Martin<sup>®</sup>  
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**F-35<sup>®</sup>C**

61127  
Lockheed Martin<sup>®</sup>  
F-35<sup>®</sup>C Lightning II<sup>®</sup>

Our legendary 1/48 Aircraft Series now has all F-35 variants! The F-35A conventional take-off and landing (CTOL) aircraft kit was the first released, and praised for excellent renderings of its form and details such as weapon bays, with unitized interior components for an ergonomic assembly experience. The F-35B short takeoff and vertical landing (STOVL) aircraft kit offers three assembly types: parked, short takeoff and vertical landing.

As the final variant, the F-35C kit depicts the distinctive F-35C form with the largest wings and stabilizers among the F-35 variants. This kit allows a choice of deployed or folded wingtip parts and faithfully recreates F-35C characteristics such as the reinforced nose landing gear with dual tires, rigid main landing gear and retractable fuel probe on the right side of the nose. Why not proceed with creating your own Joint Strike Fighter force in 1/48 scale?

## *A Hat Trick of Elite Aircraft*

《All F-35 variants in the Tamiya line-up!》—1/48 Aircraft Series



61124 Lockheed Martin<sup>®</sup> F-35<sup>®</sup>A  
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